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PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
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Per doz. quarts... \$7.25  
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# Hongkong Daily Press.

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The Highest Possible Award.  
JOSEPH  
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Of Highest Quality, and having  
Greatest Durability are there-  
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The Only Award Chicago, 1893  
[91a]

No. 14,488 號捌十捌百肆千肆萬壹第 日陸十月柒年十叁緒光 HONGKONG, SATURDAY, SEPTEMBER 10TH, 1904. 陸拜禮 號十月玖年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

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IS A FIRST-RATE PREPARATION.  
IT AT ONCE RELIEVES THE SKIN  
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FOR THE  
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OLD  
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WHISKY.  
The Brand of the  
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COACHING DAYS  
Price Per 1 Doz. Bot. \$14.00  
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CUTLER, PALMER  
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PRICE \$11.00 PER DOZEN  
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"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO., Hongkong.

VICTORIA CYCLE EMPORIUM  
We are Sole Agents for the following:-  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES AND BALL BEARINGS THROUGH-  
OUT. Everything in the trade always kept in  
stock. First-class workmanship guaranteed in  
all branches of the business. Re-ensembling a  
speciality.  
H. S. ABDOLLA,  
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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.  
Casks of 375 lbs. net \$5.00 per Cask ex Factory.  
Bags of 250 lbs. net \$3.20 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st September, 1904.

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CANTON.  
New Season's Selected  
GINGER AND FRUITS  
of Standard Quality.  
Packed in Rich Syrup and Best Sugar.  
STEM GINGER for Table d'hôte.  
Specially recommended.  
Delicious and wholesome.  
Fixed prices for different assortments.  
Orders will be promptly executed.  
Hongkong Office at No. 3, Sai On Lane,  
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Hongkong, 19th August, 1904.

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MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
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10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.  
Cool Rooms, Elaborately Furnished, Com-  
fort of Residents and the Cuisine a specialty.  
For terms apply  
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Hongkong, 2nd July, 1904.

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BEER OF THE RISING-SUN.  
BREWED BY  
THE OSAKA BEER BREWING CO., LD.,  
OSAKA, JAPAN.  
IN CASES OF 4 DOZ. BOTTLES.  
IN CASES OF 8 DOZ. BOTTLES.  
CALDBECK, MACGREGOR & CO.  
SOLE AGENTS.  
Hongkong, 7th September, 1904.

CUTLER, PALMER & CO.  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT  
\$23.50 PER DOZ. \$21 PER DOZ.  
Distinguished by Four Stars on the label. This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.  
ANOTHER FINE COGNAC, \$18.50 per doz.  
DOURO PORT.  
Less old than the above. \$15.00 PER DOZ.  
A fine, full, and fruity wine.  
IMPERIAL BRANDY \$12.00 PER CASE.  
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THE ELITE OF WHISKY— THE "PAIL MAIL," \$21 PER DOZ.  
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11 Years old: the finest quality shipped. A natural and most pleasant wine to the taste.  
Each bottle bears an Analyst's certificate.  
C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.00 PER DOZ.  
BENEDICTINE LIQUEUR— D.O.M., \$41.75 PER DOZ. QUARTS.  
\$43.75 PER 2 DOZ. PINTS.  
Very soft, palatable, and mature. THEY ARE UNEQUALLED AT THE PRICE.  
EVERYBODY SHOULD TRY THESE ITEMS  
AGENTS—SIEMSEN & CO., HONGKONG.

E. C. WILKS & CO..  
CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS  
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ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES.  
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Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING and ELECTRICAL MACHINERY.  
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12, Beaconsfield Arcade, Hongkong.  
Hongkong, 24th August, 1904.

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DEVELOPING AND PRINTING  
GOOD WORK, PROMPT RETURN.  
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UP-TO-DATE DARK ROOM  
FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,  
PHOTO GOODS STORE,  
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(Same Premises as Messrs. Ah Chee).  
Hongkong, 15th August, 1904.

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LARGE STOCK  
OF  
LIGHT RAILWAY MATERIAL  
ENQUIRIES SOLICITED.  
Hongkong, 29th April, 1904.

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NERNST-ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!  
FOR PARTICULARS APPLY TO  
EDM. JOHANNSEN or SIEMSEN & CO.  
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TIRED WHEN YOU GET UP?  
Do you get out of bed in the morning feeling "all played out," dull headache, no appetite,  
no energy?  
WATKINS' IRON TONIC  
A simple tonic that will make all the difference in the world in the way you feel. It will  
stimulate your liver, tone up your system, give you an appetite. You need only take it a short  
time before you will get up in the morning with a clear head, a pure sweet breath, and feeling  
like work.

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CHEMISTS, AERATED WATER MANUFACTURERS,  
APOTHECARIES' HALL, WATKINS BUILDING.  
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FURNISHERS AND UPHOLSTERERS.  
GENERAL DOMESTIC GOODS, &c.  
COUNTERS, PARTITIONS, FITTINGS, ETC.  
MADE TO SIZES AND PARTICULARS.  
DESIGNS FORWARDED ON APPLICATION.  
TELEPHONE 460.  
Hongkong, 15th August, 1904.

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LONDON  
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA.

LANE, CRAWFORD & CO.  
"WALK-OVER" BOOTS  
AMERICAN MAKE.

BLACK, BROWN, WHITE.  
NEW STOCKS JUST RECEIVED.

LANE, CRAWFORD & CO.  
W. BREWER & CO.  
23 and 25, QUEEN'S ROAD.  
Hongkong, 8th July, 1904.

Russia as it Really Is, by Jonbert... \$6.00  
How to be Happy Though Married, by Rev. Hardy... \$0.45  
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SANDOW'S DEVELOPERS.  
SETS OF TENNIS.  
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CRICKET GOODS.  
E. G. M. RACKETS.  
DEMON RACKETS.  
SLAZINGERS, FORBES' AND AYRES' TENNIS BALLS.  
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LUDO, LOTTO.  
NEW STOCK CIGARETTES.  
MEDIUM NAVY CUT.  
THREE CASTLES. SULTANS.  
PASHA (EGYPTIAN).  
The Count of Monte Cristo... 1.50

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(Telephone No. 467.)  
WING SUN & CO.,  
No. 54, QUEEN'S ROAD CENTRAL.  
(Premises formerly occupied by Messrs. C. J. Gaupp & Co.)  
HIGH-CLASS TAILORS & OUTFITTERS.  
SHIRT & BREECHES MAKERS.  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing:—New Lot of Straw Hats, Felt Hats, Panamas, Umbrellas, Walking Sticks, Boots and Shoes, &c., &c.  
Inspection Invited.  
Hongkong, 5th August, 1904.

TONG CHONG WO & CO.  
No. 28, QUEEN'S ROAD CENTRAL.  
Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES.  
They are made of best Havana leaves and possess a mild and choice flavour.  
Inspection courteously invited.  
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ITALIAN-VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSORS  
MARTINI SOLA & CO.  
AGENTS—  
F. PRICE & CO.,  
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THE STANDARD LIFE OFFICE.  
(ESTABLISHED 1825.)  
Funds nearly  
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BEFORE assuring elsewhere compare the Standard's rates with those of other Companies.  
DODWELL & CO., LD.,  
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[a1612-1]

HONGKONG HOTEL  
A FIRST-CLASS HOTEL IN EVERY RESPECT  
Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.  
MODERATE CHARGES! NO EXTRAS!  
H. HAYNES,  
Manager.

THE PEAK HOTEL.  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
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A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
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KING EDWARD HOTEL.  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table d'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 10th June 1903.

CONNAUGHT HOUSE.  
A FIRST CLASS HOTEL Situated near  
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Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902.

MACAO  
AND  
CANTON  
HOTELS.  
A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable  
WM. FARMER,  
Proprietor.  
[a2166]



## INTIMATION

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LIMITED

ESTABLISHED A.D. 1841.

THE  
HONGKONG  
DISPENSARY.  
ALEXANDRA BUILDINGS.HAVE THE  
FINEST SELECTION  
OF  
PERFUMERY.  
SOAPS.  
TOILET  
REQUISITES.

&amp;c., &amp;c., &amp;c.

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

For advertisements must forward their names and address, with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Liber's

P.O. Box, 33, Telephone No. 12

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 10th, 1904.

The growth of opinion among the Chinese during the last twelve months or so in favour of opening cities to foreign trade has been very noticeable. Commercial men have been the prime movers in the matter, but it is interesting to note the political aspect of the matter which has evidently appealed to Chinese statesmen. Section 12 of the MACKAY Treaty provides that five places shall be opened to foreign trade "on the same footing as the places opened to foreign trade by the Treaties of Nanking and Tientsin"; but in the same section it is stipulated that "foreigners residing in these Open Ports are to observe the Municipal and Police regulations on the same footing as Chinese residents, and they are not to be entitled to establish municipalities and police of their own within the limits of these Treaty Ports except with the consent of the Chinese authorities." The draft regulations recently framed by Viceroy Wei for the opening of Changsha to foreign trade clearly reveal what China means by thus differentiating between the old Treaty Ports and the new. In the old settlements where foreign Municipal Councils and police administrations exist they have been organised by virtue of local regulations which were framed jointly by the foreign and Chinese authorities. There is nothing in either the Nanking or Tientsin Treaties expressly sanctioning or forbidding the establishment of a foreign Municipal Council or a foreign police force in a Treaty port, and it was, to say the least, extremely unwise on the part of the British authorities to have allowed such an inhibition to appear in the MACKAY Treaty.

Where there is any considerable congregation of foreigners in a Chinese city these extra-territorial privileges are exceedingly desirable, and indeed absolutely essential to

their welfare. What, we wonder, would the Shamen be like if left for twelve months to the administrative care of the native officials of Canton? Those who know how municipal affairs are regulated in the native city will have no difficulty in recognising that the Shamen would speedily become intolerable as a place of residence for the foreigner. It would appear from Viceroy Wei's draft regulations that a site is to be selected at Changsha for foreign trade and residence, and this is the part of the city apparently which the Chinese Government is willing to administer "in accordance with the most modern and advanced methods." Viceroy Wei evidently lacks the sense of humour. Homan, of which Changsha is the capital, has long been notorious for its hatred of the foreigner and all his ways. It is truly Gilbertian to be solemnly told in a Viceroy's document that here in the very heart of conservatism and hatred of the foreigner, a Chinese Municipal Council will administer the affairs of a settlement for foreign habitation on the most modern and advanced methods. The question of ways and means could not very well be overlooked in such a set of regulations, and so we have it in Regulation No. 5 that the Chinese Municipal Council will undertake the maintenance of roads and public works, and to meet the expense thereof a duty of two per cent. will be levied on all import and export duties paid by both foreigners and Chinese. To fix its income before having an idea of its expenditure may, we suppose, be considered among the "most modern and advanced methods" of the Chinese Municipal Council of Changsha, but it is a method not likely to commend itself to the Foreign Consuls or Ministers by whom these regulations will have to be considered.

They need revision badly in order to make them intelligible. What for instance is meant by the regulation that all land purchases and other business will be conducted by the President of the Municipal Council without foreign interference? In No. 10 appears the statement that the lease is for sixty years from date of opening. The MACKAY Treaty does not say that any territory shall be leased. In another regulation appears the absurd stipulation that "no one will be allowed to occupy more than 250 feet of land on the river front" as "otherwise the demands of all cannot be met." The regulations seem to have been framed under the delusion that as soon as the port is opened, there will be a great influx of foreigners ready to buy up the entire city unless some restrictions are placed on their acquisitiveness. When the Hankow-Canton railway is completed Changsha will doubtless become an important market for foreign goods, but while the jealousy and hostility towards the foreigner endure, which is so ill-concealed in these regulations, the city is not likely to include among its inhabitants a colony of foreign traders. Viceroy Wei has solicited an expression of the views of the Foreign Consuls concerning these regulations, which it has been suggested are to stand as a guide for all ports to be opened hereafter. If so, and in any event, it is the duty of the British authorities to point out to the Government of Peking that these regulations are tantamount to withdrawing with one hand what they have given with the other.

To-day is the Jewish New Year's Day.

Mr. Vernon was reported to have purchased the C. E. & M. S. *Peiping* for £5,000.

All the Antwerp shipping companies have stopped loading goods for Japan, owing to the arbitrary proceedings of Russia in the contraband question.

Entering his shop after the August Bank Holiday, a Bristol grocer found the ceiling and walls splashed with butter, birdseed mixed with the tea, and the floor covered with treacle.

A commission of representatives of British commerce will visit Berlin next April, with a view to establishing better trade relations between Germany and Great Britain.

Rear-Admiral Grenfell, C.M.G., who was recently second in command of the China Squadron, has been appointed second in command of the Mediterranean Fleet.

The German company of Volunteers at Shanghai has just won the inter-company challenge shield for the third time, beating the English artillery by three points.

The sum of £307,242 figures in the estimates for 1904-5 as estimated expenditure on the Hongkong dockyard extension, which will cost altogether £1,245,000. The works are to be completed in 1905-6.

Messrs. Melchers & Co. inform us that the s.s. *Prinz Heinrich* has to enter drydock at Singapore and will probably be delayed for a further three weeks. The Hongkong cargo will be forwarded by s.s. *Sachsen*.

Yesterday's plague return: nil.

The German gunboat *Itz* arrived from Swatow yesterday. Baron Von Hülshoff is in command.

The Chamber of Mines Importation Agency (Ltd.) has been formed in the Transvaal to import Chinese. The capital is £420,000.

General Kuroki's favourite food, says the *Daily Mail*, is beans. We admire all the more his generosity in giving them so liberally to the Russians.

We have been requested to remind ladies who wish to enter for the ambulance lectures recently advertised in our columns that they should send in their names to the Hon. Secretary (Rev. F. T. Johnson) before September 15th.

Large Japanese orders for steel rivets for immediate delivery have put an end to the strike in the South Staffordshire and North Worcestershire rivet and bolt trade. The employers have conceded advances ranging from 15 to 20 per cent.

Here is a queer advertisement from the *Sau Francisco Examiner*:—"Shantung and Shanghai Silk.—Made on the hand looms in Japan; and dyed in Lyons, France; stylish fabrics, 24 to 42 inches, yard 75c to \$1.35." We had not understood before that Shantung and Shanghai were in Japan.

The engagement is announced of Ewen Allan, eldest son of Sir Ewen Cameron, K.C.M.G., and Lady Cameron, to Rachel Margaret, eldest daughter of the late Alexander Geddes, of Blairmore, Aberdeenshire, and of Mrs. Geddes.

The Shanghai *Daily News* hears on reliable authority that a serious anti-Catholic disturbance has arisen in the Shichou Prefecture of North Kiangsi. The prefect was imprisoned for three weeks by the malcontents, and the Governor of the province has issued instructions to exterminate the whole clan responsible for this uprising.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks donations of five dollars each from Shan Tsun On, Yan Wo, San Lung, Chi Wo, Hau On, Wat On, Wing Wo Cheung, Cheung Wing, Tai Shing, Sui Cheung, Hung Mau Tai, Un Fung Yun, Pak Wing Li, Un Tak, Kan Hing Lung, Wo Cheung Co., Tat Cheung, and Li Chin Kan.

The news from the north is that the long-sought Kuling Extension has at last been secured. The extension includes the north and south ends of the present valley, and a five years' option on the valley to the west has been secured. The lots are 125 feet by 250 feet, and they are purchasable from the Chinese Government at \$200 (Mex.) per lot, to be resold to the public at \$250 per lot. The profits are to be used for the improvement of the estate.

The Buddhists in Hunan, being somewhat alarmed at the possibility of having their temples changed into schools by the Government, have, says the *N.C. Daily News*, hit upon a happy device to avoid such a calamity. Several of the Buddhist temples in this province have passed into the hands of Japanese priests now in the province, with the object of avoiding the possibility of their being used by the Government for schools, seeing they belong to foreigners.

Wonders will never cease in Korea. A native reporter writes to the *Korea Daily News* as follows: "There is a serious beast in the house of the man named Kim in Hongsang district of Chong Chong province, that was born which between wild pig and horse. Its hair is like pins and its mouth is like pig's mouth. It make a very curious noise, many catties of things can be loaded on its back and it can run very fast like the fowls do."

Major Dopping-Hepental's (R.E.) office at Headquarters is quite a little museum of patents. Foremost is an inkstand, invented by the Major. When the pen is lifted from it the lid of the ink-bottle opens automatically; and it shuts again when the pen is replaced. The holder keeps the pen in the most convenient position. A similar appliance is used for rubber stamps: there are Dopping-Hepental patent files; patent arrangements for copying; and even patents for keeping dust from plans. All simple, yet very clever.

The death of Mr. T. C. Bogaert, formerly of Singapore, is announced in Home papers. He joined the firm of William Mansfield and Co., Singapore, in 1871, and remained till he became a partner in 1877, retiring about nine or ten years ago, though he remained for a few years in Singapore as managing director of the Straits Steamship Company, of which he was practically the founder. He was a member of Council during the latter years of his stay in Singapore, and was also a director of the Tanjong Pagar Dock Company (Limited). During the years 1877 or 1878 till 1883 he represented the firm of Mansfield and Co. in Penang. He died at Amsterdam on July 25.

Many people interested in foreign missions will hear with sorrow of the death of Mr. Hudson Taylor, wife of the founder of the China Inland Mission. Mrs. Taylor shared her husband's active interest in the evangelization of China, and she was his companion in the frequently dangerous and always weary journeys through China which he undertook so often. Both Mr. and Mrs. Hudson Taylor have been in weak health, and a message of sympathy was sent a few days ago to them from the Keswick Convention, at which in past years they had often spoken. Mrs. Taylor's illness terminated very peacefully at La Paisible, Chevalleyres, Blouay, Switzerland.

Yesterday a man charged with house-breaking, who might have been committed to take his trial at the Criminal Sessions, escaped from the precincts of the Police Court. He was in the custody of an Indian constable.

A stowaway from Shanghai, on the s.s. *Bevoritch*, yesterday said to a police sergeant, in the precincts of the Magistracy, that Shanghai was a fine place. He had been "on the beach" there for six months, and was never short of a good meal.

The engagement is announced of Captain Sir Thomas Montgomery Cunningham, of Corscull, Ayrshire, Bart., D.S.O., the Rifle Brigade, to Alice, elder daughter of Sir William Des Vaux, G.C.M.G., and Lady Des Vaux, of 35 Cadogan-square.

It is rumoured that several more Roman Catholic priests (Belgians) have been killed in the Ichang District. Last week the *N.C. Daily News* reported that four French torpedo-boat destroyers and one French gunboat were all in readiness to leave Hankow for Ichang, presumably on account of these rumours.

It was reported by one of the passengers to Shanghai from Hankow by the *Tachoo* on the 4th instant, that in consequence of the American China Development Company having passed into Belgian hands, the whole American staff on the north, or Hankow end of the Hankow-Canton railway, had been recalled.

The retirement of Sir William Wharton from the office of Hydrographer of the Navy rendered vacant for the first time for 20 years one of the most responsible posts under Admiralty control. Captain A. M. Field, who succeeds Sir William Wharton, has had a life-long connection with the department, and has seen a good deal of surveying service in Far Eastern waters.

The British Admiralty have called for tenders from Clyde shipbuilders for two battleships, which in point of armament and armoured protection will eclipse anything yet attempted in naval construction. The battleships will be 16,500 tons and of high speed. Tenders are to be sent in by September 20, which is an unusually short period for builders to fill up specifications.

On August 30th news of anti-missionary troubles at Jachow, Chingteh-chin, Loping-hsien and Lianien reached Nanchang, says the *Universal Gazette*. At Jachow and Chingteh-chin the Catholic missions, hospitals, and convent were in danger, and the missions at Loping-hsien and Lianien had been plundered and burnt. The local officials had been ordered to protect the missions.

It is pleasant to read in the *Times* a poem by Baron Takasaki to Lord Tennyson (the late Laureate's son) praying for an Anglo-Japanese alliance in literature as well as politics. Captions critics may see a dubious compliment in the line "when shall I meet again my peerless friend and grasp his great good hand?" The leg-of-mutton fist suggestion was perhaps due to the difficulty of translation.

Here is the programme of music to be performed on Monday night by the 1st Sherwood Foresters Band, on the new Parade Ground. Overture, "La Reine d'un Jour" (Adam); Suite, "Peer Gynt" (Grieg); "The Ride of the Valkyries" (Wagner); morceau, "Turkish Patrol" (Michaelis); valse "O shoner mai" (Strauss); and regimental march—"The Young May Moon."

The Ocean Steamship Company of Liverpool owners of the *Cadmus*, say her manifest shows she had on board total cargo of 2,411 tons, consisting of a very miscellaneous assortment of goods. She was carrying for Yokohama, among other articles, 3,300 quarter sacks of flour and three cases of machinery, 374 tons in all. For Kobe there were 5,000 quarter sacks of flour, and for Hongkong 1,450 tons, including flour.

In Parliament on August 19th Mr. Norman asked the Under Secretary for Foreign Affairs if he could say whether the German Government was endeavouring to acquire from the Chinese Government a lease of the Tung-tung Lake, in the Yangtze Valley, for the purpose of naval manoeuvres; and could he make any further statement on the subject.—Earl Percy: No, sir; we understand that there is no truth in the report.

The steamer *Union*, which cleared from Shanghai on the 11th ult. with a cargo of provisions for Nanchang, was destined for Port Arthur, in sight of which port she was wrecked. Her captain, the story goes, was promised 5,000 roubles and a Russian decoration if he succeeded in making Port Arthur, and the same sum was to be divided among the crew. She was dispatched from Shanghai by a blockade-running syndicate there which is composed of at least four nationalities, one belonging to a belligerent and three to neutral Powers.

The British Government is now requiring owners of vessels carrying Government stores to the Far East to make and sign the following declaration:—"We hereby declare that the best of our knowledge and belief, the steamship \_\_\_\_\_ master, engaged for the conveyance of Government stores to \_\_\_\_\_ is not carrying munitions of war—i.e., guns, explosives, and/or other armament, for Russian or Japanese ports. A distinct merit about the form of the above declaration is that under it only munitions of war are officially contraband. Those shipment as absolutely contraband. Those shipment owners who sign the declaration and carry Government stores must be protected, and the demand for similar protection from other owners will become irresistible.

The Select Committee of the House of Commons appointed to inquire to what extent the statutory requirements applying to British ships trading to and from ports in the United Kingdom should be made applicable to foreign vessels trading to and from such ports, have come to the conclusion that at this late period of the session it is not in their power to present a final report. They, therefore, report to the House the evidence taken, and recommend that a Committee upon the same subject be appointed in the next session of Parliament.

The incorporation in New York of the Southern Cotton Corporation, with a share capital of \$20,000,000, is "all the talk" in circles connected with the industry on both sides of the Atlantic, several owners of mills in Great Britain being said to be interested in the undertaking. The intention is to establish, throughout the whole of the South, warehouses where farmers may, in times of excessive production, store their cotton, and secure for it negotiable warehouse receipts instead of forcing it on the market, and breaking prices. The growers will, it is claimed, effect the handsome saving of \$20,000,000 per annum.

Referring to the presence of Kang Yu Wei, leader of the Chinese Reform Party, in London, the *Berlin Morgen Post* says that the Chinese Legation there is greatly disturbed at his visit, which is interpreted as being unfavourable to the Government of the Empress Dowager. Every step of Kang Yu Wei, the journal states, is dogged by secret agents of the Chinese Government, although his arrest or extradition is impossible. It is further reported that Kang Yu Wei will visit Berlin after his stay in London. He was there seven years ago, when he received recognition in official circles. Kang Yu Wei, who acted as adviser to the Emperor of China in the period which preceded the Peking coup d'état of 1898, is staying at the Hotel Cecil.

Mr. S. Pollard writes to the *Times* from Chao-tong, Yunnan, West China, on May 18, to say that a report is current in Yunnan that Admiral Ting, who was generally supposed to have committed suicide after his defeat at Wei-hai-wei in 1894, is still alive. The admiral is a native of the province of Yunnan, his home being near Tai-fu. Instead of committing suicide, he changed his name and returned home, keeping quiet until the storm had blown over. He is now said to be a military mandarin in command of some troops, and serving under Viceroy Li. He is sharing in the attempt to put down the rebellion in Kwang-si. This information Mr. Pollard first obtained from a priest whose home is also in the vicinity of Tai-fu. Since then he has had it confirmed by others, and finds that it seems to be generally accepted as true.

In the Emigration Camp at Laichikok there are now some 750 coolies awaiting shipment for South Africa, and it is expected that they will sail about the 15th. It appears that all difficulties with regard to the despatch of coolies from Hongkong have been smoothed over. Under the British-Chinese Convention no coolies could be shipped to a British possession from China except from a Treaty port. Hongkong of course is not a Treaty port, and the Viceroy, reading the Convention literally, put objections in the way of the sending of coolies from here. Now His Excellency has been instructed from Peking that no further objections are to be taken. It is a noteworthy fact that in Hongkong the system of registration of the coolies is far more efficient and far more calculated to give every protection to them than that in vogue in Tientsin, Chefoo and other Northern ports.

## IMPUDENT HOUSE BOYS.

In the Summary Court yesterday Mr. Justice Sercombe Smith heard a case in which two Chinese boys and a cook sued a European lady for a month's wages. No. 1 boy claimed \$17 and the others less than \$10 each. The defendant admitted that the wages were due, though not in full. With regard to No. 1 boy, he claimed \$15 and \$2 which he alleged he had lent to his mistress. Defendant said he left on the 29th ult., two days before his term was up. On the day previous he would not do his work, and she gave him \$10 to induce him to go about his duties. Even then he did not do his work. On the morning of the 29th he was saucy and again neglected his work. She afterwards went into his quarters, paid him his wages, and told him to go, whereupon he flung the money back at her. He and the other two began to threaten her, and she ran down to the backyard. No. 1 boy pinched her arms until they were black and blue, while the others pulled her about by the skirts.

His Lordship said she should have summoned them at the Police Court.

Defendant stated that she had called in a sergeant of police, but she had not summoned them as she did not want her name to appear in the papers.

His Lordship gave judgment for \$12 without costs.

When the boy heard the judgment he muttered something in Chinese to the effect that defendant should pay the money due him.

His Lordship called him back and told him he had better be careful what he said there, or he would find himself in gaol. He might be insolent to his mistress, but if he was insolent in that Court, it would be at his own risk. The two other servants got judgment without costs.

At the conclusion of the case His Lordship strongly advised defendant to take out summonses against all three plaintiffs and get them punished. Summonses were taken out in the afternoon.

## TELEGRAMS.

[REUTER'S SERVICE.]

## MARSEILLES STRIKE ENDS.

LONDON, 7th September.  
The Marseilles strike is over.

## RESULT OF THE LEGAL.

- 1 Pretty Polly.
- 2 Henry the First.
- 3 Almscliffe.

## TROUBLE AT THE EMIGRATION CAMP.

It was reported yesterday that about half-past eight o'clock on the previous night some of the villagers of the small village of Wong Uk, near Laichikok emigration camp, arrested two of the coolies from the camp on a charge of stealing vegetables from a garden. The villagers were taking the alleged thieves to the public station when they met two Indian constables on patrol and handed the prisoners over to them. The whole crowd then proceeded towards the station, and had almost reached Samsui when they were overtaken by a crowd of coolies to the number of about one hundred from the emigration camp, who set upon the constables with bamboo poles and iron bars and rescued the two prisoners. On the alarm being given at Samsui the rest of the Indians rushed out and gave chase to the retreating coolies. They could not come up with the main body, however, and only succeeded in capturing two who had tailed off from the gang. Both of the Indians who were attacked were badly bruised, one of them so severely as to necessitate his removal to hospital. The two coolies who were captured as having taken part in the rescue were up at the Magistracy yesterday and were remanded.

## BRITISH SOLDIER RUNS AMOK AT PEKING.

SHOT BY HIS COMRADES.

The Peking correspondent of the *Shanghai Mercury* sent the following sensational story dated August 27th. "A most pitiful incident occurred last evening at the quarters of the British Legation Guard. Someone went to an officer of the Guard and said that one of the soldiers was insane. The officer went to the barracks to investigate and found the soldier in the act of cutting up his clothes. He then got out into the street and ran as far as the French Hospital on Legation Street, where he was followed by some English soldiers. In front of the hospital were a number of Chinese coolies with their junks. The insane man carried his bayonet at his side, and with this he started to stab the coolies. After making every possible effort to stop him, the pursuing soldiers shot him. He was taken to the American Legation Guard hospital, where it was thought that he was only slightly wounded. An examination was made by an English and an American surgeon, and it was found that he had been shot through the abdomen, and he died in a few minutes."

## ROYAL HONGKONG YACHT CLUB.

The yachting season of the Royal Hongkong Yacht Club commences about the 1st November, though a ladies' race may be held at the end of October. A general meeting of members will be called in a few days for business, and to hear all about the amalgamation of the Yacht Club with the Boat Club. There are no new yachts. *Vernon*, the winner of last year's championship, Commodore Robinson's yacht, now belongs to Mr. Tooker, while *Dione* is solely owned by Mr. F. H. May.

## H.K.V.C.

Corps orders issued by Major C. G. Pritchard, Commandant and Adjutant of the Volunteer Corps, state that there will be a general parade at Headquarters on Tuesday next at 5.30 p.m. for infantry drill. Sergt. Turton, 1st S.F., will attend. Artillery units will parade at Headquarters on Thursday, 15th inst., for Maxim gun drill. Sergt. Bartolome, R.G.A., will attend. *Taihook* detachment will parade at *Taihook* on Wednesday, the 14th, at 5.30 p.m. Maxim gun drill. C.S.M. Whelan, R.G.A., attending. *Kowloon* detachment will parade at the Docks on the 14th also, at 5.30 p.m., for infantry drill. Sergt. Turton, 1st S.F., attending. Among the recent recruits are W. H. Woolley, P. T. Lamble, T. P. Connolly, J. Quinn and H. J. Knight. Gunners J. W. Kew and B. Clarke, who have left the Colony, have been struck off the strength.

## SETTLEMENT OF THE SHIHEN ANTI-CATHOLIC TROUBLES.

The following settlement has been made by the French authority with the Chinese.

- 1.—The coolies who murdered the Catholic priests and converts shall be severely punished.
- 2.—The local officials responsible shall be cashiered and ordered to leave their positions.
- 3.—A hospital shall be established to commemorate the incident at the expense of the Chinese Government.
- 4.—Respectful service and burial of the murdered priests shall be undertaken by the Chinese authorities.
- 5.—The families of the four native converts who had been murdered shall be given indemnities and indemnities also shall be paid to the families of the Catholic priests.—*Universal Gazette*.



## THE WAR.

[REUTERS SERVICE.]

## THE MESSAGE DELIVERED.

LONDON, 7th September.

Reuter's correspondent at Zanzibar wires that the cruiser *Forté* delivered the Tsar's orders to the *Petersburg* and the *Smolensk*, which have now left on their return to Europe.

## JAPAN A GREAT POWER.

LONDON, 7th September.

The *Daily Telegraph* says the Japanese triumph is one of the most extraordinary feats of arms ever performed by any people, and stands alone in the long history of the East. Japan has vindicated her claim to be a great Power once for all.

## A FLEETLESS ADMIRAL.

LONDON, 7th September.

Reuter's correspondent in St. Petersburg wires that Captain Wirren, commanding the *Bayan*, replaces Captain Ukhomsky in command of the Port Arthur squadron.

## ONLY A TEMPORARY HALT.

LONDON, 7th September.

General Kuropatkin and the bulk of the Russians have reached Mukden, where a temporary halt will be made and the defences manned. The Japanese to the westward now constitute the main menace, but the Russians are heading them off.

Reuter's correspondent in Mukden wired on the 6th instant that the Russian army was in constant danger yesterday and yesterday night of being cut off; the Japanese shelled them continuously from the hills.

(From Northern Papers.)

## A DASH TO BE MADE TO KIAUCHAU.

CHIEFOO, 5th September.

The remnant of the Port Arthur Squadron, it is learned, are to try to take refuge either at Kiaochow or other neutral port whenever there is a chance of doing so.

## RUSSIAN ADMIRAL TO BE COURT-MARTIALED.

BERLIN, 3rd September.

The Russian Admiralty has summoned Admiral Uchomsky, with reference to the last sortie of the Fleet from Port Arthur, to a court-martial.

## RUSSIA'S REVENGE ON PRO-JAPANESE BRITAIN.

The Russian correspondents in London are supporting the impression which is fostered in St. Petersburg that His Majesty's Government will content itself with representations and protests stopping short of decisive action. A telegram published in the *Norve Verdens* puts the matter thus: Generally speaking, the Cabinet, although obliged to listen to the complaints of merchants and shipbuilders, has not the faintest wish to risk a conflict for their sakes. The Russian journal holds that the vast losses which will now accrue to British trade are a just punishment for England's sympathies for Japan, which, it is asserted, moved her to "egg on" her ally to war with Russia.

It is as well that attention should be directed to what is declared to be the avowed policy of Russia in the way of harrying British commerce. The *Telegraph* St. Petersburg correspondent points out that the Russian Foreign Office is not responsible for this policy, but only for the diplomatic notes to which it gives rise. The original programme of punishing Great Britain for her alliance with Japan by handicapping her commerce will be executed, we are told, by the cruisers sold by Germany for the purpose, and the announcement that the P. and O. and other lines are stopping their regular runnings to Japan is hailed with delight. — *Globe*.

## THE RIGHT OF SEARCHING NEUTRAL SHIPS.

Mr. Alec McMillan, British Consul for the Alpes Maritimes and Monaco, writing from the Schweizerhof, Interlaken, on July 27, makes the following suggestions for facilitating search on board neutral vessels:—(1) Carcasses of neutral merchant ships to be carried in holds provided with hatches capable of being securely sealed; (2) masters or owners of neutral merchant ships to have the option of calling upon Consuls of belligerent Powers to inspect their cargoes before leaving port; (3) Consul of belligerent Power, should there be nothing contraband in the cargo, to give a written certificate to that effect, and to affix his seals to the hatches; (4) neutral merchant ships, in respect of which this procedure has been followed, to signal, if challenged at sea, that written certificate has been given, and that the seals of Consul of belligerent Power have been affixed; (5) commander of challenging warship to be permitted to examine seals, but not to have the right to proceed to further search if he finds them intact, unless further search is necessary for special reasons.

## "MALACCA" AT HONGKONG.

The P. & O. s.s. *Malacca*, Capt. A. F. Street, arrived from Algiers yesterday afternoon. She moored at the man-of-war anchorage, discharged some 30 tons of Admiralty explosives into junks, and then went to the Kowloon wharves. Capt. Street, when called upon, was very courteous but reticent. Our representative was supplied with the following story by one of the crew:— "We left London on the 25th June, and arrived at Port Said, having touched at Malta, at three o'clock on the afternoon of the 8th July. After one or two hours' bunkering with the ordinary despatch at this port we proceeded through the canal to Suez, and, after a short delay here, entered the Red Sea. On July the 13th, at 10 a.m., we sighted the Russian s.s. *St. Petersburg*, an ordinary two-funnel freighter, which had a few guns on board. She signalled 'Stop,' and we did. A boat's crew, armed to the teeth, boarded us and demanded the ship's papers, which were all ready in the chart-house. A little 'flag-flapping' (emphatically) then took place: the result being that the officer in command of the boat said (in excellent English) that he would take the papers to his ship. He did so, accompanied by our chief officer. The two vessels were so close together that the *Malacca* tried to steam a little further off. The movement brought a blank charge across her bows. Signalling was recommenced, and Capt. Street was shortly afterwards informed that the Russian Government knew precisely what cargo was on board. They had information 'from Antwerp.' Capt. Street protested against the seizure of his ship. A prize crew was, however, sent on board, consisting of three officers, two engineers, and 40 seamen. The officer in command ordered Capt. Street to have the British flag hauled down. "Do it yourself," replied the now irate skipper.

A couple of men were sent aft with a Russian flag, but on letting go the balliards found the Red Ensign unaltered to the pole. They tore it down, and in defiance of all custom substituted their own. The new commander informed Capt. Street that he intended to take the ship to the Baltic, and a course was set for Suez, the *St. Petersburg* going ahead. Next morning we got to Jebel.

Here—"All the English crew muster," cried a Russian. "This was done, and an officer picked out five men, who were told to get into a boat going to the *St. Petersburg*. "Suppose we refuse?" said the chief officer. "Well, then," replied the Russian, "you will be taken by force."

I happened to be one of the five. The Russian officer just tapped me on the shoulder and said: "Now, over the side with you, and quick about it."

Aboard the Russian, we were separated, and examined one by one. Perhaps forgetting about their detailed information from Antwerp, they bothered us for information about our cargo, consignees, and such. I stuck to it that there was no contraband. The man who questioned me said: "We do not expect you to give us information for nothing. We know you have contraband. If you tell us what you know, you will save time, and you will receive a certain percentage of the value of the cargo that is declared contraband."

The rest of this man's story has already appeared, including the armed Russian guard that slept on the *Malacca's* hatches, and mention of the English officer who diddled the cordon by entering into communication with a bystander at Suez by way of a port-hole.

As an afterword to this story, we may quote the *Outlook*, which says:—

"No doubt the *Malacca* 'compromise' will serve for the moment and the individual case. The release of the ship will presumably be followed by a thumping bill for compensation, and the 'expiration' of the 'special commission' of the *Petersburg* and *Smolensk* scarcely veils Russia's prudent retreat from her position. But it is difficult to imagine either Lord Palmerston or Lord Beaconsfield consenting to such a compromise, and that Mediterranean voyage of a British ship under the Russian flag, and the subsequent ceremony at Algiers, must rankle in the national mind. The *Malacca* should have been rescued without fail at Port Said. Of course, the sublime misrepresentations of the Russian official statement have deceived nobody, and the diplomatic success of the Porte in putting on record Russia's pledges are worth—proves that Russia is cornered upon the question of those straits. But our Government's eagerness to 'meet' Russia and to help her to save face may prove to have been unfortunately excessive in view of other pending controversies. After all, if Russia is in a perilous condition internally, that is not our affair: she should have thought of that before forcing Japan to war, and, again, before these aggressive provocations of neutrals."

## BLOCKADE RUNNING.

It is stated that a number of Russians in Shanghai are just now buying all the large sea-going junks they can secure, and are paying high prices for the vessels. The junks are being purchased ostensibly to ship goods to Tsingtau and Weihaiwei. A good many vessels have been obtained so far, but a difficulty is being experienced in getting crews to man the craft, as when it is learned that the junks are bound for the north the Chinese refuse to proceed in them. It is believed that the vessels are really intended to be employed as blockade runners, the destination of Tsingtau or Weihaiwei being used as a blind, the real object being to take advantage of rainy or foggy weather to reach Port Arthur. — *Shanghai Mercury*.

## POLICE COURT.

Friday, 9th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

## ALLEGED MALICE.

A waiter from a Chinese restaurant, No. 123, Wellington Street, was charged with maliciously setting fire to furniture stacked on the verandah. The case was remanded.

## REFUSING HIRE.

Two ricksha coolies were fined \$7 each for refusing hire.

## DUMPING A BODY.

A Chinaman of 76 years, from Kowloon City, was fined \$50 for burying the body of a child in a place other than a public cemetery.

## NOISES AT NIGHT.

The proprietor of the North Point iron works, Mr. D. McDonald, was charged, at the instance of Mr. G. C. C. Master, with disturbing the tranquility of his neighbours after sunset, by his iron works. The complainant deposed that he resided near the defendant's works, and on the 3rd instant, the sound of hammering therein disturbed him from eleven p.m. to one a.m. On other nights he was kept awake by the same sort of thing. The excuse was that urgent work was in hand, and owing to the break-down of a roller, sledge hammers had to be used. The fine imposed, (\$75) was paid.

## HONGKONG, NO GOOD.

The captain of the s.s. *Beaverly* charged a European, Matthew Lyons, with stowing away on his steamer, and thereby securing a passage from Shanghai to Hongkong. Defendant said that Shanghai was a much better place than Hongkong. He did not know it was an offence to stow away. \$100 or three months' imprisonment.

## LOTTERY TICKETS.

For selling "Shan" lottery tickets a man was fined \$25 or one month's imprisonment.

Mr. A. Fuchs, of Messrs. Siemens & Co., charged a Peak chair coolie with demanding more than his legal hire. He gave the man \$1, but the coolie cried out for \$1.50; and came back next day to make a row. Defendant was fined \$12.

## TWO CHARGES.

A Chinaman previously committed to take his trial on a charge of committing an armed robbery at Hang Hon, on the 17th ult., was now committed to take his trial on a charge of house-breaking.

## "RUSSIA'S ONLY HOPE."

ST. PETERSBURG, 7th Aug.

The desperate position of General Kuropatkin is causing the gravest anxiety in official circles here.

It is recognised officially that the Japanese are strategically in an unassailable position, and that a forward Russian movement, even though it began with victory, would end disastrously.

I am told by a competent authority that a new plan of campaign is in course of completion, and in a day or two will be telegraphed to General Kuropatkin.

He is to maintain his present positions as long as possible, and to withdraw gradually to winter quarters at Harbin, leaving Port Arthur to work out its own destiny.

The new campaign will be organised at Harbin. Nothing will be done in a hurry. The best Russian troops from Europe will be massed down the still open railway ready for the spring.

The youngest and most efficient class of reservists will be called to the colours. Time will be used as a factor to drain Japan in men and money. Her fresh reservists will not, it is believed, last beyond October 1905.

Service at the front will be made popular by allowing reservists to return home after a year's campaigning. Russia will thus get the full value of her enormous army of four millions, and will have a fresh force each season, for just as long as Japan can stand the physical and financial strain.

This year of time against the enthusiasm and skill of Japan will be one of the most costly plans ever devised in international strife.

I am told from a source admitting of no question that the means most favoured among the many financial schemes put forward is to realise Russia's mineral wealth in hard cash.

By concessions in unworked mineral rights \$200,000,000 can be raised over a given period. A royalty on all output will secure permanent benefit to the State, and in the opening out of the districts the working classes will benefit enormously and discontent will be stifled.

Russia looks to the United States to find capital, and it is hoped, by special commercial relations to build upon international friendship with America which will benefit both in the Pacific.

I am informed that a group of American speculators have already offered to negotiate concessions in mineral oil and oil. The scheme of securing cash by developing Russia in the manner stated will be opposed by a section of the Russian aristocracy, but there is no limit to the measures which will be approved by the majority to secure a time victory over the powerful yellow opponent.

This is Russia's only hope. General Kuropatkin's army has so far failed to stem the tide. Nothing will save him from defeat if he fights. It will be his duty to avoid action; and to draw the Japanese into a waiting game. Japan cannot hold out in the long run with men and money. Delay will absolutely ruin her, and if Marshal Oyama now fails to bring Kuropatkin to action, it is not here that victory will eventually come to Russia. — *Daily Express*.

## THE IMPORTANCE OF WEI-HAI-WEI.

Among the Colonial reports was a bright little account of Wei-hai-wei, forwarded by the Commissioner, who is somewhat pained that people at home do not realise the importance of the territory he administers, for in his first paragraph he says:—"It is surprising to find how supremely ignorant most people are regarding the population and area of Wei-hai-wei. It is not an uncommon belief that with the island of Liu Kung begins and ends British authority in this territory, and not a few visitors, generally well-informed in other respects, have not disguised their astonishment when, viewing from an eminence a wide extent of country on the mainland, they realise for the first time that the leased area, which covers 285 square miles, is not so circumscribed as they had imagined. People who are ignorant of the leased territory are not likely even to know of the existence of the British sphere of influence adjoining it, which lies east of the meridian 121deg. 40min., and covers an area of 150 square miles.

The number of the population also surprises most people, which is not unusual when it is remembered what a Lilliput they believe Wei-hai-wei to be. It is true that no proper census has been taken since the territory came under British rule, but careful inquiries made render it almost certain that the population amounts to about 150,000, including that resident on the island, which is not more than 2,000.

Dawning Street would seem to be as deficient as the general public in appreciation of the size of the new territory, for the following is the account given of the whole European staff charged with its administration: The Commissioner, The Secretary to Government and Magistrate, The Financial Assistant, Three Inspectors of Police, Two Medical Officers, One Civil Engineer, One Foreman of Works, Two Corporals, and Two Sappers Royal Engineers, fourteen in all, whose annual salaries and allowances amount to about £3,800. The grants-in-aid have steadily diminished, that for 1904-5 being £6,000, as against the £12,000 given in 1902-3.

A British Subject writing to the *Times* from Wei-hai-wei, on June 19, in support of the retention of that place, even in the event of Russia's being ejected from Port Arthur, says:—"Apart from the questions of less of prestige and of the utility of the place from the naval point of view, which are matters for politicians and military and naval experts to decide, there is one point which seems to demand some attention. Relying on the assurances of Ministers in Parliament, and the equally emphatic statements of Government officials on the spot, people have invested capital in the colony. The present uncertain attitude of Government is having a disastrous effect, and seriously hinders development of trade, &c. The shares of the Wei-hai-wei Land and Building Company (Limited) have dropped in value 50 per cent. The King's Hotel Company have erected a splendid building at a cost of £100,000. If Wei-hai-wei is surrendered to the Chinese on the fall of Port Arthur, a possible contingency in the near future, is Government prepared to compensate those who have relied on the repeated assurance that there is 'no question of abandoning the place'?"

Mr. Norman asked the Under Secretary for Foreign Affairs on the 9th ultimo if he would state whether any negotiations had taken place between His Majesty's Government and the Chinese Government with a view to a modification of the terms upon which Wei-hai-wei was held, and, if so, would he state whether His Majesty's Government proposed to retain Wei-hai-wei by purchase or otherwise in case the present lease should determine.

Earl Percy: The answer to the first question is in the negative. As to the last paragraph, I can make no statement as to the policy of His Majesty's Government under hypothetical circumstances.

## COLUMBIA RULES THE WAVES.

At Cutfield last month the Hon. T. A. Brasey, referring to a remark of a previous speaker as to his connection with Naval matters, said it never came home to him until he was reviewing—as he had done for 15 years—the comparative strength of our Navy with those of foreign countries, that in ten years, the command of the seas will have passed from the United Kingdom to the United States. He arrived at this conclusion because, at the present moment, the United States had considerably more battleships building than were being constructed for the British Navy, and because the resources of the United States were greater than those of the United Kingdom. The resources of the United States, however, were not equal to those of the United Kingdom combined with those of the Colonies, and one reason why, above all, he was a Tariff reformer, was because he held that through some form of commercial federation—it might or might not be exactly on Mr. Chamberlain's lines—we should obtain that result which would enable us to maintain our Navy at the strength securing for us the command of the seas.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 11.22 a.m. The barometer has risen generally in China and in the Philip- pines; a slight fall is shown at Gap Rock and Macao.

The typhoon has entered the China Sea to the South of Manila. Its direction at present would appear to be nearly due westward.

Moderate N to NE winds may be expected in the Formosa Channel, and fresh E. winds in the southern part of the China Sea.

Forecast:—Fresh E. winds; fine.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

## THE HWANGPU (SHANGHAI) CONSERVANCY.

With reference to the scheme put forward by the Nanking Viceroy in substitution for the arrangement under the protocol of 1901, Mr. Conger asked China what guarantee she would give that the work would be taken promptly in hand and carried to a completion. Yesterday, says the *Times*, Peking correspondent on August 7th, he received a reply. The Viceroy of Nanking had offered to contribute £15,400,000 (about £37,500) yearly, taking on himself the entire burden of the work, and yesterday the Viceroy, in a despatch confirming the offer, informed Mr. Conger that China would pledge for the purpose the opium and inland revenues of Szechuan province, at present yielding £15,400,000 (about £37,500) yearly, and the opium revenues of Szechuan province, in the north-west of Kiang-su, where in the old bed of the Yellow River the finest opium in China is grown, yielding at present £15,400,000 (about £37,500) a year. China states that these revenues are unemployed for any loan or service whatever. The proposal has been submitted to Washington, where it is expected to meet with approval.

## TWO UNPARDONABLE INSULTS.

The following further particulars with regard to the seizure of the *Malacca* have been communicated to us by a trustworthy correspondent. The officer actually in command of the *Petersburg* did not himself take part in the examination which took place after the seizure of the *Malacca*. This operation was conducted by a special set of officers of the Russian Intelligence Department, who were apparently on board the *Petersburg* for this special purpose. Captain Street, of the *Malacca*, was offered £2,000 as a present for himself if he would say that he had contraband on board. Of course, he indignantly refused. Other European members of his ship's company who were taken on board the Russian ship stated on their return that they, too, had each been spoken to separately and, in turn, offered money to give evidence that the *Malacca* was carrying contraband. With regard to the Russian definition of contraband, the Russian officers stated that any dry biscuits on board the *Malacca*, in contradistinction to sweet biscuits, constituted contraband—a definition which would condemn every British ship on the seas. With reference to the tearing down of the British ensign which Captain Street had nailed to the staff, it may be mentioned that, when the German mail steamer *Bunderath* was seized by a British mail-of-war during the South African war, the German flag was left flying, as the instructions were that the foreign flag could not be hauled down until after adjudication by a prize Court. — *Times*.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The A.A. steamer *Kish* left New York on the 3rd Sept., and is due here on the 30th Oct. The O.S.S. & C.M. steamer *Pinguey* left Singapore yesterday at daylight, and is expected here on the 14th Sept., at daylight.

## MISCELLANEOUS.

The P. & O. s.s. *Chun* arrived from Shanghai yesterday. She collided with a Chinese junk off Tam-tou Head, damaging its mast and sails. There was no loss of life. Boats were lowered and assistance offered, which was refused. The hull of the craft was all right. The P. & O. s.s. *Bengal* arrived yesterday with the Indian and English mails.

The s.s. *Belgian King* arrived from Moji yesterday with 4,100 tons of coal for Messrs. Bradley & Co.

The s.s. *Argonite* arrived from Portland, Oregon, yesterday with 5,000 tons of flour and 1,000 tons of general merchandise.

The Norwegian s.s. *Tyrr* arrived from Hongkong yesterday with 2,000 tons of coal.

The s.s. *Boon* arrived from Bangkok yesterday with 2,000 tons of rice for Chinese consignees.

The s.s. *Datt* arrived from Saigon yesterday with 1,000 tons of rice for Messrs. Sander, Wieler & Co.

The s.s. *Arctica* yesterday brought the Hongkong cargo ex. the captured steamer *Arctica*.

The M.M. Company's steamer *Australien*, with the next French mail, leaves Saigon to-day (Saturday) at 2 p.m. for this port.

## CHURCH SERVICES.

## S. PETER'S CHURCH.

Queen's Road West.

Fifteenth Sunday after Trinity.

Holy Communion, 7.30 a.m.

Morning Prayer, 11 a.m.

Venite, Goss; Te Deum, Lawes; Jubilate, Onseley; Hymns, 466, 433, 595, and 468.

Evening Prayer.

Magnificat, Hawes; Nunc Dimittis, Foster; Hymns, 445, 435, 584, and 16.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon a.m., and 10.30 and 6 p.m.; returning afterwards. The Answering Penitent is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10-10.45 a.m.

## ASHLEY ROAD HALL, KOWLOON.

No. 6, Ground Floor.

Services.

Lord's Day, 11 a.m., Breaking Bread.

Lord's Day, 6.30 p.m., Gospel Meeting.

Tuesday, 7 p.m., Bible Class.

Thursday, 7 p.m., General Meeting.

Saturday, 7 p.m., Prayer Meeting.

TRADE



MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL. 14

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th February, 1904.

## SKIN-TORTURED BABIES

## And Tired, Fretted Mothers

## Find Comfort in Cuticura Soap and Ointment

## When All Other Remedies and Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest for tired, worried mothers in warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, parent of emollient skin cures, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torments, disfiguring, itching, burning, bleeding, scaly, crusty and pimply skin and scalp humours, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and the best physicians fail.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter and salt rheum,—all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment and Resolvent are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have made them the standard skin cures and humors remedies of the civilized world.

Cuticura Resolvent, found in the form of Chocolate Cuticura Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Agents for the United States: J. C. Ayer & Co., Lowell, Mass.; J. C. Ayer & Co., Lowell, Mass.; J. C. Ayer & Co., Lowell, Mass.; J. C. Ayer & Co., Lowell, Mass.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903.

Amoy Engineering Co., Ltd., Amoy.

CALL FLAG E.

Amoy, 3rd December, 1903.







## INTIMATIONS

THE

## "APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER FOR

Cash OR Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [2150]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms, for the year 1905, or for the three years 1905, 1906, 1907.

OPPIUM FARMS.  
SPIRIT LICENSE FARMS.  
PAWNBROKING FARMS.  
GAMBLING RESTRICTION FARMS (North Borneo only).For particulars apply to:  
Messrs. GIBB, LIVINGSTON & CO.,  
Hongkong, 27th August, 1904. [2084]

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government exclusive of Import duties on Wines, Beer and Spirituous liquors which are farmed separately, and Export duty on Estate Tobacco, Timber, Coal, Minerals, Cutch and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province of Sarawak) extending from Sepilong River in Padas Bay on the West Coast, to Bontak Point, Sibak Bay on the East Coast, including all Rivers, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston &amp; Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Actg. Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904. [208]

HONGKONG HIGH-LEVEL TRAMWAYS CO., LD.

IT having been represented to the Management that the Morning Service of Cars is insufficient to provide for the increased number of servants going to and returning from market, the Company will shortly run two extra cars between 6.30 a.m. and 7.30 a.m. and servants' tickets will be available for any part of these cars except the saloon. Holders of these tickets are invited to state what they consider the most convenient times to run the proposed extra cars and to make any suggestions in connection with same that they may think fit.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 8th September, 1904. [2175]

## INTIMATIONS

FOR SALE.

THE PROPERTY of an Officer.

1 No. 3 Cartridge Kodak with film and plate attachment. 1904 pattern.  
1 Leather Case for the same.  
1 Double Dark Slides for plates 3 1/2 by 4 1/2.  
1 Aluminium Tripod in leather case.  
The above cost \$120.00 only 3 months ago, and is in excellent condition. The lease gives excellent results.  
Price \$90.00.

Apply—

X. Y. Z.,  
Care of Daily Press Office.  
Hongkong, 9th September, 1904. [2184]

FOR SALE.

A COMPLETE STEAM LAUNDRY, with all New Machinery and Plant; in Perfect Working Order.

Apply to—

O. HANISCH,  
9, Bubbling Well Road, Shanghai.  
Shanghai, 2nd September, 1904. [2173]

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 3th June, 1904. [2160]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL &amp; Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS  
Hongkong, 31st July, 1903. [1898]

CLARKE'S B 41 PILLS are warranted to cure in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. [26]

THE NAGASAKI HOTEL, LIMITED.

NOTICE IS HEREBY GIVEN that the creditors of the above-named Company are required on and before the Seventeenth day of October, 1904, to send their names and addresses and the particulars of their Debts or Claims and the names and addresses of their solicitors, if any, to the undersigned, PERCY JAMES BUCKLAND, of Nagasaki, Japan, the Liquidator of the said Company, and if so required by notice in writing from the said Liquidator are by their solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this Eleventh day of August, 1904.  
P. J. BUCKLAND,  
Liquidator.  
2004

PASSENGERS to England met on arrival. BAGGAGE cleared, forwarded, stored. Lowest rates. Agents to Board of Agriculture for Importation of Dogs. Special attention to Bills of Lading. Write GUTHRIE &amp; SONS LTD., 23 West Smithfield, LONDON, ENGLAND. [1856]

QUAN WAH & CO.  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.Sole Agents for:  
QUAN TAI & CO., Lime Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE and MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th October, 1899. [174]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, of Cecil Chambers, No. 88, Strand, London, England, have on the 19th day of March, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS:

in the name of THE BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The TRADE MARKS have been used by the applicants since January, 1904, in respect of the following goods:—

Manufactured Tobacco in class 45.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 9th day of July, 1904.  
DENNIS & BOWLEY,  
Solicitors for the Applicants.  
1885

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &amp;c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street, Tel. 374.

F. P. DANENBERG,  
General Manager.  
Hongkong, 11th May, 1904. [122]

## HAMBURG.

[FROM OUR CORRESPONDENT.]

Hamburg has always struck me as being not only a wealthy city, but one in which the wealth is spread over a wide surface. There may be no gigantic fortunes such as London and still more some of the towns in the United States can boast of; in fact of milliardaires there are none, and of sterling millionaires but a few, but there are many very rich people in Hamburg, and moderate fortunes are enjoyed by a great number of the commercial and professional classes. The majority of shopkeepers and tradespeople seem to be well off in all circumstances, and wages are good; at any rate, there is little if any of that abject poverty and squalid misery one meets with in most large towns at home.

The revenue returns of the Republic bear evidence to its prosperity, and a few figures taken from the report for the past year may prove of interest. The principal taxes are the land tax and the income tax; there are some others, such as church rates which are raised by the various denominations, but they are of no great importance, and of municipal rates there are none. The income tax is levied on all incomes of M. 900 and over, but on a progressive scale; the permanent rates, or units as they are called, on the various incomes are fixed by law. Beginning with M. 1, or 210 per cent., on an income of from M. 900 to M. 1000, they rise gradually to M. 67.75 or 6.77 per cent. on M. 10,000. M. 550, " 1.1 per cent. " M. 50,000 " 1.15 per cent. " M. 100,000 " 1.75 per cent. " M. 150,000 " 2.40 per cent. " M. 200,000 " 3.12 per cent. On incomes above M. 200,000 the unit is 1.2 per cent. Under certain circumstances, for instance in cases of large families, abatements are granted on smaller incomes.

The local parliament, the "Bürgerschaft," votes annually, according to the requirements of the budget, the number of units to be levied. Last year we were mulcted in seven units, which, taking the two extremes, came to 7.10 per cent. on an income of M. 1,000, and to 8.4 per cent. on one of M. 2,000; this year we have been let off with 6 1/2 units.

The underlying principle seems a fair one: but whether the system would be practicable in any but small states is, to say the least, doubtful.

A considerable saving is effected by the non-employment of tax collectors, everybody being obliged to pay the amounts himself, either at one of the district offices, or by bank transfer. The dates by which the payments (in two half-yearly instalments if preferred) have to be made are stated in the notices of assessment (the latter are based on voluntary declarations), a certain term of grace being allowed over and beyond during which a fine accrues for every day's delay; after that notices are issued to persons still in arrears, and these are, if necessary, followed up by summonses and distraint.

The income tax has yielded during the last five years in round numbers

Amount con-	No. of con-
tributed.	tributors.
in 1899 six units M. 19,000,000	173,403
" 1900 seven " M. 23,500,000	189,463
" 1901 seven " M. 24,834,000	190,222
" 1902 seven " M. 25,000,000	198,500
" 1903 seven " M. 28,500,000	203,514
and the land tax M. 19,881,000	M. 13,321,000
M. 13,873,000	M. 14,383,000
M. 15,727,000	M. 15,727,000
respectively, the total revenue of the Republic from direct taxation amounting to	
M. 36,292,000 in 1899	
M. 40,992,000 " 1900	
M. 42,567,000 " 1901	
M. 44,818,000 " 1902	
M. 47,320,000 " 1903	

Considering that out of a population of, say, 800,000 souls, over 2,000 pay income tax—that the average, in spite of the great number of small contributors, comes to M. 134, and that the yield is steadily increasing—I think I have proved the correctness of the opinion I expressed in the beginning of my letter.

Although there have been a few thunderstorms and showers of rain here and there, they have not been general, and the drought continues unabated all over the country. The serious detriment of trade and agriculture. Navigation on the river is becoming more restricted every day; the regular steamer service from this town up the river has been stopped altogether; many factories and other works in the interior, which are dependent on water power, have been compelled to reduce their working-hours or to shut down completely. The supply of water for domestic purposes is running short in a great many towns, whilst in others it has deteriorated in quality. The country looks seared and parched, and the crops of cereals, which bade so fair some time ago, are turning out less good than expected; reports from the beet-root districts more especially are unfavourable, so it is not surprising that both the sugar and the corn markets should be excited and should continue advancing by leaps and bounds.

At some small place on the river Spree an inscription on a rock in the bed of the stream has been brought to light through the sinking of the water, which dates from 1542, and is to the following effect: "Those that see these lines again will rue it." This inscription has been entirely forgotten, not even tradition knows anything about it, so that we may safely assume that the river has rarely been as low as at present for the last 350 years.

TO REPEL MOSQUITOES,

always use at Bedtime

CALVERT'S

20 per cent.

CARBOLIC SOAP

A popular Soap in hot climates, as it is most refreshing for the toilet, in addition to the beneficial properties afforded by the high percentage of Carbolic Pure Carbol.

F. C. CALVERT &amp; Co., Manchester, Eng.

68-2

MAKES THE SKIN

AS SOFT AS

VELVET

BEETHAM'S

ROUGHNESS,

REDNESS, HEAT,

IRRITATION, TAN, and

KEEPS THE SKIN

SOFT, SMOOTH, and WHITE.

ALL THE YEAR ROUND.

Delightfully COOLING &amp; REFRESHING

during the summer.

BOTTLED BY

BEETHAM &amp; SON, Cheltenham.

1925

## JOINT STOCK SHARES.

Messrs. Vernon &amp; Smyth say in their weekly share report, dated Hongkong, 9th September, 1904.—A more active demand has been met with during the week under review, and further advances have to be recorded in Indo-China and China Sugars, which have again attracted the chief attention of operators.

BANKS.—Hongkong and Shanghai have been disposed of in small lots at \$648 and \$650, and at the latter rate further shares are procurable. The London rate remains steady at \$366. 10s. 0d. Nationals are unchanged at \$39 with probable buyers.

MARINE INSURANCES.—Unions have been booked at \$580, market closing steady. China Traders have been placed at the reduced rate of \$82 at which more shares are obtainable. North China has advanced to Tls. 70 buyers, and Cantons to \$215 buyers. Yangtszes have been booked locally at \$140.

FIRE INSURANCES.—Hongkong, after reported sales at \$335, are quoted at \$330 sellers. Chinas have been booked at \$37 and are in further request.

SHIPPING.—Hongkong, Canton and Macao have been placed at \$29 and \$30, and more shares are on offer at the latter rate. Indo-China after rapidly advancing to \$122, are procurable to a small extent at the rate. Sales at \$123 and \$125 December, and at \$126 March have also been effected. China and Manila are quiet but steady at \$262. Douglas has advanced to \$37 buyers, and Star Ferries to \$41 (old) and \$31 (new). Shell Transporters are also firmer with sales and further buyers at 24.

REFINERIES.—China Sugars have again been dealt in at rapidly advancing rates up to \$210 cash and \$212 for the settlement account, closing firm with further cash buyers at \$210. Luzons are unchanged at \$63 and without business.

MINING.—There is no business to report under this head.

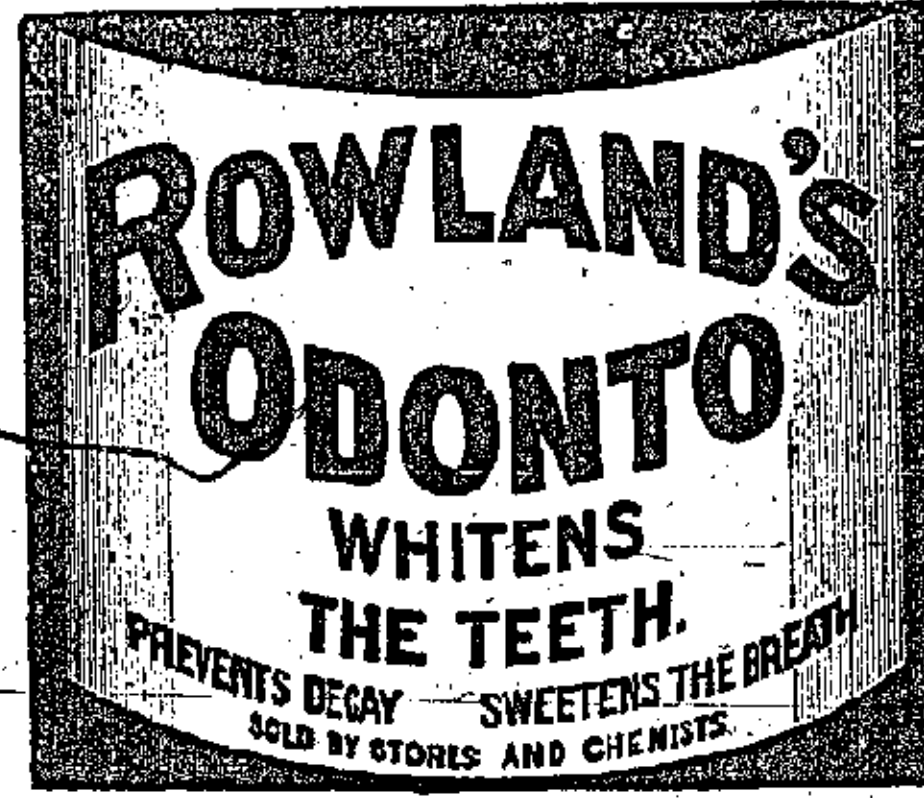
DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been booked at \$225 and \$226 cash and for settlement delivery, and further shares are procurable at these rates. Hongkong and Kowloon Wharves have sold and are in further request at \$113. New Amoy Docks continue on offer at \$272. Furnams after advancing to Tls. 182 have declined to Tls. 179, at which, however, sales have been effected and more shares are required for.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been booked at \$154 and close steady. Kowloon Lands are unchanged at \$38, and West Point at \$61. Hongkong Hotels are firmer with sales and further buyers at \$133. Humphreys' Estates are quoted at \$1290 sellers (old) and \$5 buyers (new). Shanghai Lands have advanced to Tls. 112.

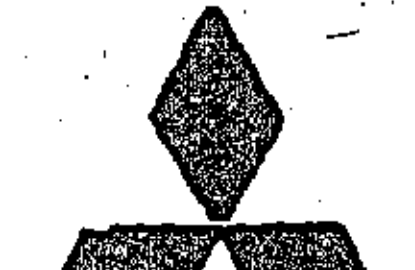
COTTON MILLS.—Quotations unchanged, and without business.

MISCELLANEOUS.—Green Island Cements, after small sales at \$31, have eased off to \$33; with sales. Watsons have declined to \$14; with sales and further buyers. Fagwicks are weaker with sellers at \$47. Tramways are said to have been booked at the advanced rate of \$300. Dairy Farms are in request at \$21, and Steam Waterboats at \$19. China Providents have again been booked at \$94.

MEMORANDUM.—Hongkong Cotton, &amp;c. Co., Ltd., ordinary yearly meeting on the 10th inst. Hongkong and Kowloon Wharf and Godown Co., Ltd., extraordinary general meeting on the 15th inst. to confirm resolutions passed at the general meeting on the 31st August. National Bank of China, Ltd., extraordinary general meeting on the 24th inst. to confirm the resolution reducing the capital of the Bank passed at the general meeting held on the 3rd inst.



[3.83-3]

MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)COAL DEPARTMENT  
MARUNO-UCHI, TOKYO.Cable Address, "MITSU," which applies to all Branch Offices and Hongkong and Shanghai Agencies.  
AL ABC 5th Edition, Western Union Codes used.All Letters Addressed:—  
MANAGER, MITSUBISHI CO., with name of place under.BRANCH OFFICES:—  
NAGASAKI, MOJI, KOBE, KATSU and HANKOW.AGENCIES:—  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

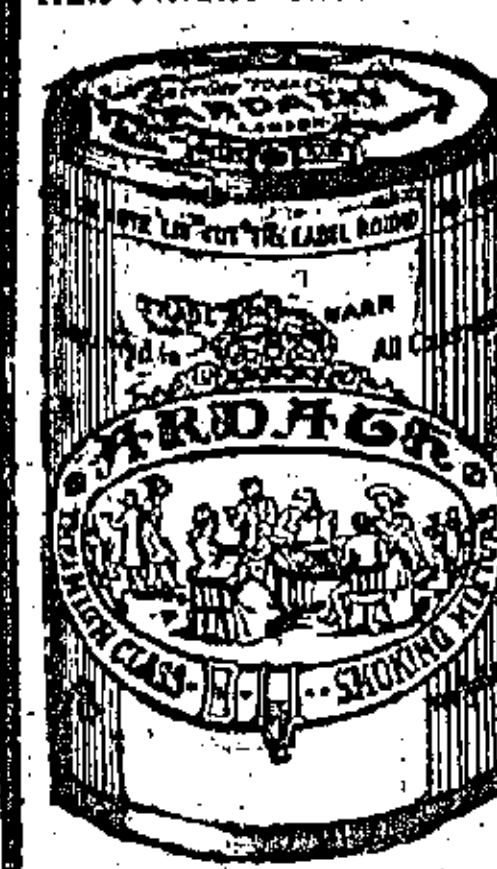
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam-coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 26th April, 1904. [112]

## The High Class

NEW PATENT VACUUM TIN.

ARDATA  
SMOKING MIXTURE

MILD. MEDIUM. FULL.

Packed in Patent Vacuum Air-tight Tins. By this mode of packing, the tobacco retains its magnificent flavour and aroma for any length of time.

Obtainable from JANE, CRAWFORD &amp; Co., Ltd. Hong Kong.

Manufacturers: ARDATA TOBACCO CO., Worslip Street, London, E.C.

1423-1

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS &amp; CO.

ALEXANDRIA &amp; CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK



SOLE AGENTS FOR HONGKONG:

1615] KRUSE &amp; CO. CONNAUGHT HOUSE.

JOHN ROBERTS &amp; COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to the following specification: viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our now low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, in Chalk Cups, Superior West of England Cloth, and patent adjusting levers with lever levelling complete with the following accessories:—

- |   |  |
|---|--|
| 12 Selected Ash Cues                    | 1 Wall Cue Rack.                           |
| 1 Butt Rest with Patent Brass Head.     | 1 Wall Butt Rack.                          |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed.              |
| 1 Long Butt.                            | 1 Best Billiard Brush.                     |
| 1 Mid Butt.                             | 1 Set "Crystalline" or "Boisjolieu" Balls. |
| 1 Billiard Marking Board.               | 1 Box Best Cue Tips, Assorted.             |
| 1 Dust Cover for Table.                 | 1 Cue Tip Fastener with File.              |
| Straightedge and 4 Circles.             | 1 Bottle Cue Cement.                       |
| 1 Best Spirit Level.                    | 1 Box Silk Spots.                          |
| 1 Snoothing Iron with Shoe.             | 1 Dozen Best White Chalk.                  |

Packed and delivered free on Board Hongkong or Shanghai (Harbour for the sum of £40 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards had on application from the Offices of this paper.  
Hongkong, 1st April, 1904.

[1516-1]

JAPAN COALS

MITSUI BUSSAN KAISHA  
(MITSUI & CO.)HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HONGKONG STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Chiofo, Cienfuegos, Port Arthur, Seoul, Chemulpo, Yokohama, Nagoya, Osaka, Kobe, Kure, Shimodake, Moji, Wakamatsu, Karatsu, Kuchinotsu, Sasebo, Maiduru Miiko, Hakodate, Taipeh, &amp;c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and Railways; Principal Railway Companies and Industrial Works; Home and Foreign Freight Steamers.

SOLE PROPRIETORS of the Famous Miiko, Tagawa, Yamano and Ida Coal and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiokura, Mameda, Mannoura, Ochi, Sasahara Teubakuro, Yoshinotani, Yoshio, Yanokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend	... .. \$12.50
Black and White	



## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

**ARRIVALS.**  
**ARAGONIA**, German str., 3,324, B. Schuldt, 9th September, Portland (Oregon) 31st July, General, Portland & Asiatic Co.  
**BRITANNIA KING**, British str., 2,153, J. Hayton, 9th September, Moji 3rd September, Genl., Brodley & Co.  
**BENGAL**, British str., 2,751, G. Phillips, 9th Sept., Bombay 24th August, and Singapore 4th September, Mails and General, P. & O. S. N. Co.  
**BENVOLICH**, British str., 2,164, R. W. Thomson, 9th Sept., Yokohama 2nd September, General, G. H. Livingston & Co.  
**CHUYEN**, Chinese str., 1,177, C. Stewart, 8th September, Canton 7th Sept., General, Chinese.  
**CHUSAN**, British str., 2,352, H. W. Kenrick, 9th Sept., Shanghai 6th Sept., Mails and General, P. & O. S. N. Co.  
**DOTT**, Norwegian str., 930, G. Jensen, 8th Sept., Saigon 4th Sept., Rice, Order.  
**HAICHING**, British str., 1,267, A. E. Hodgins, 9th Sept., Foochow, Amoy and Swatow 8th September, General, Douglas Lapraik & Co.  
**LUTIS**, German gruelboat, 500, Comdy. v. M. Hülsmann, 9th September, Swatow 8th September.  
**MALACCA**, British str., 2,615, A. F. Street, 9th September, London 25th June and Singapore 4th September, General, P. & O. S. N. Co.  
**RAON**, Norwegian str., 795, A. Delekam, 8th September, Bangkok 2nd Sept., Rice, Order.  
**THEN**, British str., 1,345, A. Somerville, 9th September, Manila 6th Sept., General, Butterfield & Swire.

**CLEARANCES.**  
**AT THE HONGKONG CUSTOMS OFFICE.**  
 9th September.  
**Endeavour**, British str., for Yokohama.  
**Berg**, Norwegian str., for Kobe.  
**Burgess**, British str., for Shanghai.  
**Haifan**, French str., for Pakhoi.  
**Haiman**, British str., for Swatow.  
**Tsuanan**, Chinese str., for Shanghai.

**DEPARTURES.**  
 9th September.  
**ANDRE RICHARDS**, German str., for Bangkok.  
**CHUSAN**, British str., for Kobe.  
**GABA**, German str., for Cebu.  
**HAKOI**, French str., for Kwangchow.  
**LONGSANG**, British str., for Manila.  
**TANSANG**, British str., for Shanghai.  
**TRE**, Norwegian str., for Canton.

**VESSELS IN DOCK.**  
 9th September.  
**ABERDEEN DOCKS**—Zafiro, Hongkong.  
**KOWLOON DOCKS**—U. S. S. Pathfinder, Shawmut, Korat, Kinkang, Inham, Hae.  
**COSMOPOLITAN DOCK**—Arratoon, Japan.

**VESSELS ON THE BERTH.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND TAMSUI.**  
 The Company's Steamship  
**"HAIMUN."**  
 Captain Robson, will be despatched for the above ports TO-DAY, the 10th inst., at 2 P.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 7th September, 1904. 2172

**NAVIGAZIONE GENERALE ITALIANA.**  
 (Florio and Rabatino United Companies.)  
**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
**"ISCHIA."**  
 Captain Maganini, will be despatched as above TO-DAY, the 10th September, at NOON. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents. Hongkong, 29th August, 1904. 14

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.**  
**PLYMOUTH AND LONDON.**  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
**"CHUSAN."**  
 Captain A. Thompson, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 10th SEPTEMBER, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 23rd October.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 29th August, 1904. 1

**FOR CANTON.**  
**THE new and fast Twin-Screw Steamer**  
**"SAN CHEUNG."**  
 951 Tons, Captain J. McGinty, will leave for Canton at 2 P.M. on SUNDAY, TUESDAY and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
**CHEUNG ON STEAMBOAT CO., LTD.**  
 No. 147, Connaught Road Central. Hongkong, 15th March, 1904. 12

**DESTINATION** **VESSEL'S NAME** **FLAG** **CAPTAIN** **FOR FREIGHT APPLY TO** **TO BE DESPATCHED**

**LONDON & ANTWERP.**  
**LONDON, &c., via Ports of Call.**  
**LONDON, AMSTERDAM & ANTWERP.**  
**LONDON, AMSTERDAM & ANTWERP.**  
**LONDON, AMSTERDAM & ANTWERP.**  
**MARSEILLES &c., via Ports of Call.**  
**BREMEN, via Ports of Call.**  
**HAVRE, BREMEN & HAMBURG.**  
**HAVRE, BREMEN & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE & HAMBURG.**  
**HAVRE, LONDON & ANTWERP.**  
**TRIESTE, &c., via SINGAPORE, &c.**  
**GENOA, MARSEILLES & LIVERPOOL.**  
**GENOA, MARSEILLES & LIVERPOOL.**  
**NEW YORK via SUEZ CANAL.**  
**NEW YORK via SUEZ CANAL.**  
**NEW YORK via SUEZ CANAL.**  
**VANCOUVER, via SHANGHAI, &c.**  
**VANCOUVER, via SHANGHAI, &c.**  
**VICTORIA (B.C.) & PACIFIC via JAPAN.**  
**VICTORIA (B.C.) & SEATTLE via N. S. &c.**  
**PORTLAND, OREGON.**  
**AUSTRALIAN PORTS.**  
**AUSTRALIAN PORTS.**  
**YOKOHAMA, via SHANGHAI, MOJI & KOBE.**  
**YOKOHAMA, via SHANGHAI, MOJI & KOBE.**  
**NAGASAKI, KOBE & YOKOHAMA.**  
**KOBE.**  
**KOBE.**  
**TIENSIN.**  
**SHANGHAI.**  
**SHANGHAI.**  
**SHANGHAI, KOBE & YOKOHAMA.**  
**FOOCHOW, via SWATOW & AMOY.**  
**TAMSUI, via SWATOW & AMOY.**  
**TAMU, via SWATOW & AMOY.**  
**SWATOW, AMOY & TAMSUI.**  
**SWATOW & SHANGHAI.**  
**SWATOW, AMOY & FOOCHOW.**  
**MANILA.**  
**MANILA.**  
**MANILA.**  
**MANILA.**  
**MANILA.**  
**CEBU & LOILO.**  
**SINGAPORE & SOERABAYA.**  
**SINGAPORE, PENANG & CALCUTTA.**  
**BOMBAY via SINGAPORE & PENANG.**

**"BEN" LINE OF STEAMERS.**  
**FOR LONDON AND ANTWERP.**  
 The Steamship  
**"BENVOLICH."**  
 Captain Thomson, will be despatched as above on or about the 10th September. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th August, 1904. 11904

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUEBOTS-POSTE FRANCAIS.**  
**FOR SHANGHAI, KOBE AND YOKOHAMA.**  
 The Company's Steamship  
**"AUSTRALIEN."**  
 Captain Verrou, will be despatched for the above ports on or about MONDAY, the 12th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 6th September, 1904. 12

**NIPPON YUSEN KAISHA.**  
**FOR NAGASAKI, KOBE AND YOKOHAMA.**  
 The Bucktail Line Steamship  
**"BAROSE."**  
 will be despatched for the above ports on WEDNESDAY, the 14th inst., at DAYLIGHT. For Freight, apply to A. S. MIHARA, Agent. Hongkong, 8th September, 1904. 2195

**STEAMSHIP SERVICE TO NEW YORK via SUEZ CANAL.**  
 (With liberty to call at Philippine Ports.)  
**THE Steamship**  
**"HUDSON."**  
 will be despatched on or about the 15th September. For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, 28th July, 1904. 1844

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
**THE Steamship**  
**"EASTERN."**  
 Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at NOON.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 19th August, 1904. 12027

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR MANILA.**  
**THE Steamship**  
**"EASTERN."**  
 Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at NOON.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 27th August, 1904. 12090

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	2,753	Purinton	Saturday, September 17th
SHAWMUT	9,606	W. M. Smith	Saturday, September 24th
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.  
**S.S. TREMONT** ..... 9,606 tons. T. W. Garlick ..... About 15th September.  
 1 Cargo only.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.  
**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 10th September, 1904. 7

**OSAKA SHOSEN KAISHA**  
 REGULAR STEAM-SHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.  
 PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW and AMOY	"FRITHJOE"	SUNDAY, 11th Sept., at 10 A.M.
FOOCHOW, via SWATOW and AMOY	"TRIUMPH"	WEDNESDAY, 14th Sept., at 10 A.M.
TAMSUI, via SWATOW and AMOY	"M. STRIVE"	SUNDAY, 18th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central, Hongkong, 5th September, 1904. T. ARIMA, Manager. 115

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 17th Sept., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 24th Sept., 10 A.M.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 5th September, 1904. 116

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**  
**PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, LONDON, NEW YORK, AND SOUTH AMERICAN PORTS.**  
**STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.**  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 14th September
PRINZ HEINRICH	WEDNESDAY 28th September
BAVERN	WEDNESDAY 12th October
SACHSEN	WEDNESDAY 26th October
ZIETEN	WEDNESDAY 9th November
PRINZESS ALICE	WEDNESDAY 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 14th day of SEPTEMBER, 1904, at NOON, the Steamship "GNEISENAU," Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 12th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th September, and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
 Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 18th August, 1904. 5

## PORTLAND & ASIATIC STEAMSHIP CO.

**PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.**  
**OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARAGONIA"	5,198	Schuldt	September 14th, 1904.
"NUMANIA"	4,370	Wagner	October 19th, 1904.
"NICOMEDIA"	4,370	Wagner	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 19th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
 Hongkong, 25th August, 1904. 114

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

**THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.**  
**CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.**  
**SAFETY. SPEED. PUNCTUALITY.**  
**"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.**  
**SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.**

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
**R.M.S. "EMPRESS OF JAPAN"** ..... 6,000 Tons. .... WEDNESDAY, 21st Sept.  
**R.M.S. "ATHENIAN"** ..... 3,322 Tons. .... WEDNESDAY, 12th Oct.  
**R.M.S. "EMPRESS OF CHINA"** ..... 6,000 Tons. .... WEDNESDAY, 19th Oct.  
**R.M.S. "TARTAR"** ..... 4,425 Tons. .... WEDNESDAY, 2nd Nov.  
**R.M.S. "EMPRESS OF INDIA"** ..... 6,000 Tons. .... WEDNESDAY, 16th Nov.  
 Hongkong to London, 1st Class ..... via St. Lawrence 450 via New York 462.  
 Intermediate on Steamers ..... 440. " " 442.  
 and 1st Class Rail ..... " " 442.

**THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS** passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
**SPECIAL RATES (First class only)** granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
**D. W. CRADDOCK, Acting General Agent.**  
 9, Pedlar Street. 6

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ BENGAL ..... G. Phillips	10 A.M., 10th September	Freight and Passage.
LONDON, &c.	{ CHUSAN ..... A. Thompson	Noon, 10th September	See Special Advertisement.

**YOKOHAMA, via SHANGHAI.**  
**HAI, MOJI and KOBE** ..... MALACCA ..... About 9th September. } Freight only.  
 (Passing through the Inland Sea) ..... A. F. Street  
**YOKOHAMA, via SHANGHAI.**  
**HAI, MOJI and KOBE** ..... MANILA ..... About 16th September. } Freight only.  
 (Passing through the Inland Sea) ..... H. G. H. Lewellin, R.N.R.  
 For further Particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 5th September, 1904. 11

## HAMBURG-AMERIKA LINIE.

**OSTASIATISCHER FRACHTDAMPFER-DIENST.**  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	{ HAVRE, BREMEN and HAMBURG ..... (Calling at Singapore, Penang and Colombo)	On 20th Sept. Freight.
SCANDIA	{ HAVRE, BREMEN and HAMBURG ..... (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight & Passengers.
SUEVIA	{ HAVRE and HAMBURG ..... (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BRISGAVIA	{ HAVRE and HAMBURG ..... (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA	{ HAVRE and HAMBURG ..... (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.

For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE**  
**HONGKONG OFFICE.**  
 No. 1, QUEEN'S BUILDINGS.  
 13



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October.

For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.** [10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 12th September.
MANILA	"TEAN"	On 13th September.
KOBE	"CHINGTU"	On 14th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 18th September.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A. duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.** [12]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"LOKSANG"	S. tuesday, 10th Sept., 5 P.M.
SINGAPORE and SOURABAYA	"YATSHING"	Saturday, 10th Sept., 4 P.M.
TIENSIN	"WOSANG"	Tuesday, 13th Sept., 4 P.M.
† SHANGHAI	"KWONGSANG"	Tuesday, 13th Sept., 4 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.** [1828]

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "KEBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. C. Cox.
S.S. "TWEEDEDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,  
AGENTS.** [2030]

Hongkong, 6th September, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATOON APCAR,"

Captain E. Foy, will be despatched for the above ports on TUESDAY, the 13th inst., at 3 P.M.

For Freight or Passage, apply to

**DAVID SASSOON & CO., LD.,  
Agents.** [2157]

Hongkong, 6th September, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above ports on FRIDAY, the 23rd inst.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,  
Agents.** [1958]

Hongkong, 11th August, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

Proposed SAILINGS FROM HONGKONG.

1904.

"ATHOLL" ... 16th Sept.

"SAGAMI" ... 30th Sept.

"HINDUSTAN" ... 8th Oct.

For Freight and further information, apply to

**DODWELL & CO., LD.,  
Agents.** [1877]

Hongkong, 9th August, 1904.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

## NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

CALCUTTA, BOMBAY, ADEN,

DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th September, 1904,

at 1 P.M., the Company's Steamship

"ERNEST SIMONS," Captain Bourdon, with

Mails, Passengers, Specie and Cargo, will

leave this Port for MARSEILLES via Ports

of Call, WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with

the Australian line as a "Nora" bound for

MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 19th September. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th September, 1904. [2]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

PIUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA,"

Captain Colledani, will be despatched as above

on FRIDAY, the 30th inst., P.M.

For information as to Passage and Freight,

apply to

**SANDER, WIELER & CO.,  
Agents.**

Princes' Buildings.

Hongkong, 3rd September, 1904. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

**DODWELL & CO., LIMITED,**

General Agents for China and Japan.

Hongkong, 4th August, 1897. [1674]

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw

Steamer

"TAI ON"

Captain J. Lawrence, leaves the Tung Yik

Wharf, Praya West, on MONDAYS,

WEDNESDAYS and FRIDAYS at 8.00 P.M.

returning from Canton on TUESDAYS,

THURSDAYS and SATURDAYS, at 5 P.M.

FARES—

Saloon ... \$2.00

Chinese Saloon ... \$1.00

2nd Class ... 0.60

Steage ... 0.20

This well-known steamer has been fitted

throughout with Electric Light. Unrivalled

accommodation, excellent cuisine, best brands of

Wines and Spirits at moderate charges.

YIK ON S. S. CO.

309, Des Voeux Road Central.

Hongkong, 9th July, 1904. [1674]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1088 tons, Registered, is

the newest, fastest, and most luxuriously furnished

steamer on the line and is lighted throughout

with electricity; hot and cold water service.

The cuisine is unexcelled.

Leaving Hongkong every MONDAY,

WEDNESDAY and FRIDAY EVENING,

at 9 P.M., and returning from Canton every

following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end

of Wing Lok Street.

YUE ON S. S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [17]

RUIBART PERE & FILS, REIMS—

Established 1719,

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WIGENER & CO.

Reims Agents.

Hongkong, 18th May, 1903. [21]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR

THE OWNERS WILL BE RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

QUEEN ELIZABETH H. British ship, C. P. Fulton

—Standard Oil Co.

LYNDHURST. British 4-m. barque, Parrell—

Standard Oil Co.

KENMERE. British Ship, T. E. Burch—

Standard Oil Co.

E. B. SUTTON. American barque, Johnson—

Order.

EVIE J. RAY. American barque, Katin—

Sander, WIELER & CO.

[76]

## BLOOD POISON

We have a New Secret Remedy about

which no one has been able to cure. It is

the only cure for the disease. It is

the only cure for the disease. It is

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POST OFFICE NOTICES.

The Australian, with the French mail of the 5th ult., will leave Saigon on Saturday, the 10th inst., at 2 p.m., and may be expected here on or about Tuesday, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 2nd July.

The Doria, with the American mail of the 18th ult., left Yokohama on Wednesday, the 7th inst., and may be expected here on or about Thursday, the 15th inst.

MAILS WILL CLOSE

FOR	DATE
Canton, Amoy and Tamsui	Saturday, 10th, 7.30 A.M.
Shanghai	Saturday, 10th, 9.00 A.M.
Hankow and Peking	Saturday, 10th, 9.00 A.M.
Kobe	Saturday, 10th, 10.00 A.M.
Singapore, Penang and Bombay	Saturday, 10th, 10.00 A.M.
Europe, &c., India via Taticorin	Saturday, 10th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	
Swatow, Amoy and Tamsui	Saturday, 10th, 1.00 P.M.
Shanghai	Saturday, 10th, 1.15 P.M.
Hankow and Peking	Saturday, 10th, 1.30 P.M.
Kobe	Saturday, 10th, 1.45 P.M.
Singapore, Penang and Bombay	Saturday, 10th, 1.45 P.M.
Europe, &c., India via Taticorin	Saturday, 10th, 1.45 P.M.
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Swatow, Amoy and Tamsui	Sunday, 11th, 7.30 A.M.
Shanghai	Sunday, 11th, 9.00 A.M.
Hankow and Peking	Sunday, 11th, 9.00 A.M.
Kobe	Sunday, 11th, 10.00 A.M.
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(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	
Swatow, Amoy and Tamsui	Wednesday, 14th, 7.30 A.M.
Shanghai	Wednesday, 14th, 9.00 A.M.
Hankow and Peking	Wednesday, 14th, 9.00 A.M.
Kobe	Wednesday, 14th, 10.00 A.M.
Singapore, Penang and Bombay	Wednesday, 14th, 10.00 A.M.
Europe, &c., India via Taticorin	Wednesday, 14th, 10.00 A.M.
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(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	
Swatow, Amoy and Tamsui	Thursday, 15th, 7.30 A.M.
Shanghai	Thursday, 15th, 9.00 A.M.
Hankow and Peking	Thursday, 15th, 9.00 A.M.
Kobe	Thursday, 15th, 10.00 A.M.
Singapore, Penang and Bombay	Thursday, 15th, 10.00 A.M.
Europe, &c., India via Taticorin	Thursday, 15th, 10.00 A.M.
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(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	
Swatow, Amoy and Tamsui	Friday, 16th, 7.30 A.M.
Shanghai	Friday, 16th, 9.00 A.M.
Hankow and Peking	Friday, 16th, 9.00 A.M.
Kobe	Friday, 16th, 10.00 A.M.
Singapore, Penang and Bombay	Friday, 16th, 10.00 A.M.
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JOINT STOCK SHARES.

Hongkong, 9th September.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$650, sellers
Nat. Bank of China	28	\$89, buyers
A. Shares	28	\$89, buyers
B. Shares	28	\$89, buyers
Foreign Shares	28	\$89, buyers
Hell's Asbestos E. A.	125	\$60, nominal
Canton-Hongkong Ice	100	\$10, nominal
Campbell, Moore & Co.	100	\$10, nominal
China Light and Power Co., Ltd.	100	\$10, nominal
China Prov. L. & M.	100	\$10, nominal
China Sugar	100	\$10, nominal
Cigar Companies—		
Alhambra, Ltd.	\$500	\$150, sellers
Philippine Co., Ltd.	\$10	\$94, sellers
Cotton Mills—		
International	75	\$12, buyers
Laun Kung Mow	100	\$12, buyers
Soychee	100	\$12, buyers
Hongkong	100	\$12, buyers
Dairy Farm	100	\$12, buyers
Perwick & Co., Geo.	100	\$12, buyers
Green Island Cement	100	\$12, buyers
Hongkong & C. Gas	100	\$12, buyers
Hongkong Electric	100	\$12, buyers
H. H. L. Tramways	100	\$12, buyers
H. K. Steam Water	10	\$194, buyers
Boat Co., Ltd.	10	\$194, buyers
Hongkong Hotel	100	\$123, buyers
Hongkong Ice	100	\$123, buyers
H. & K. Wharf & G.	100	\$113, sales & buy.
Hongkong Rope	100	\$140, sellers
H. & W. Dock	100	\$225, sellers
Insurance—		
Canton	\$50	\$215, buyers
China Fire	\$80	\$87, sales & buy.
China Traders	\$25	\$82, sales & buyers
Hongkong Fire	\$50	\$330, sellers
North China	\$45	\$174, buyers
Union	\$100	\$355, sales
Land and Building—		
Hongkong Land Inv.	\$100	\$151, sellers
Hongkong Land	\$10	\$1250, sellers
Harphay & E.	\$25	\$5, buyers
Kowloon Land & B.	\$30	\$38, buyers
West Point Building	\$51	\$51, sellers
Shanghai Land	\$50	\$112, buyers
Luzon Sugar	\$100	\$101, buyers
Mining—		
Charcoal	\$50	\$490, buyers
Roads	\$10	\$64, buyers
New Army Dock	\$61	\$274, sellers
Powell, Ltd.	\$19	\$12, buyers
Steamship Coys.—		
China and Manila	\$5	\$261, buyers
Douglas Steamship	\$5	\$30, sellers
H. Canton and M.	\$5	\$122, sellers
Indo-China S. N.	\$5	\$122, sellers
Shanghai Transport & Trading Co., Ltd.	\$5	\$24, buyers
Star Ferry	\$5	\$31, sales & buy.
S. C. F. Boyd & Co., Ltd.	\$5	\$179, buyers
S. & H. Dyeing & C.	\$50	\$50, buyers
S. China Morning Post	\$25	\$194, buyers
Tekhai Planting Co.	\$5	\$30, buyers
United Asbestos	\$10	\$130, buyers
Do.	\$10	\$94, sales & buyers
Watkins, Ltd.	\$10	\$145, buyers
Waterworks	\$5	\$7, sellers
Steam Laundry Co., Ltd.	\$5	\$84, buyers

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From 10th to 10th September.

Hour	Mean Time	Height	Mean Time	Height
10	10.00	1.0	10.00	1.0
11	11.00	1.5	11.00	1.5
12	12.00	2.0	12.00	2.0
13	13.00	2.5	13.00	2.5
14	14.00	3.0	14.00	3.0
15	15.00	3.5	15.00	3.5
16	16.00	4.0	16.00	4.0
17	17.00	4.5	17.00	4.5
18	18.00	5.0	18.00	5.0
19	19.00	5.5	19.00	5.5
20	20.00	6.0	20.00	6.0
21	21.00	6.5	21.00	6.5
22	22.00	7.0	22.00	7.0
23	23.00	7.5	23.00	7.5
24	24.00	8.0	24.00	8.0

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory 9th September.

Time	Barometer	Thermometer	Humidity	Wind Direction	Force	Weather
8.00 a.m.	29.85	82	67	E	ENE	
1.00 p.m.	29.85	82	67	E	ENE	
8.00 p.m.	29.85	82	67	E	ENE	

HONGKONG HIGH-LEVEL TRAM.

H. WAYS COMPANY, LIMITED.

TIME TABLE.

**WEEK DAYS.**

7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 10 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

**NIGHT CARS.**

1.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,  
every 4 hours.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 1.00 p.m.	Every 10 minutes.
12.00 noon to 1.00 p.m.	Every 10 minutes.
2.00 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

**NIGHT CARS on Week Days.**

**SATURDAYS.**

Extra cars at 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.**

**M. N. D. HUMPHREYS & SON,**  
General Managers.

Hongkong, 14th January, 1904. [P]

**COLD STORAGE.**

**THE HONGKONG ICE COMPANY, LTD.**  
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

**WM. FARLANE, Manager.**



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HIS ISLAND PRINCESS,  
FROM THE NOTES OF RUPERT DE LA TOUCHE  
(1825).

W. CLARK RUSSELL.

Author of "The Wreck of the Crusader,"  
"Overdue," &c.

## CHAPTER X.

## THE CAPTAIN'S GIFT.

Eulalie knelt at his side. She passed her arm round his neck. She thought it was dying, and this fear working in her ardent nature made her behaviour as visible a transcript of her feelings as though the workings of her most secret heart were laid bare. She put her lips close to his ear to speak to him, and you would have thought she kissed him.

In a very little while I regained my breath and then rallied promptly, stood up and taking Eulalie by the hand, I looked her full in the face and said, "I never should have thought of looking for you here," says the Captain. "You certainly owe your preservation to Lily. She has been hunting for you and calling your name all night."

"I have," she said, looking at me with a smile, but melting and glowing eyes and happy smile, whilst I continued to hold her by the hand in my passion of gratitude and love.

"This was the last place I should have thought of," says Captain Scott, who was dressed in white cloth jacket and trousers and a wide straw hat and sandals. One of my Kamaks reported it as a very dangerous valley," says I. "I knelt down to look over the soil gave way and I plunged fifty or sixty feet."

The Captain talked of the cave and the giant idols, but somewhat idly. He seemed weary. Undoubtedly he had hunted for me throughout the night with zeal. Though the island was a little spot, "twas easy for the hand of disaster to find a thousand secret places in it for concealment of her deed."

Though my adventure was inglorious, and eventless, and attended with no other discovery than a cave garnished with skulls and statues, accessible only at the peril of life, it wrought, in another way, it filled me with very grave and serious reflections about the house. But it was not until I had some leisure for meditation which followed our arrival that I asked myself how I was to become happy by honourable possession of this island princess.

Some of those thoughts were in my head when I was alone in the night on the ledge, crouching and thinking of death, after Eulalie's voice had died away, but very jumbled as you may suppose, nor did I long dwell on them. For I honestly believed myself a dead man, to whom love and life were sounds as mocking as the accumulated grin of the skull-piled altar in the cave.

But when I got to the house and was alone for a little, whilst I refreshed myself, I fell extraordinarily pensive.

Soon we sat down to a plain meal. The Captain yawned often, and said he felt as tired as if he had been on horse-back for a week.

"And how must you feel?" said the princess to me.

"I shall sleep everything off in a single watch below," I answered. "I suppose, sir," says I, "that in that cave there is nothing more than what I saw?"

"What more would you expect?" he asked. "Gold and silver vessels. Things of value used in barbarous worship," I answered.

"In a South Sea Island?" he cried, "where a few bits of coloured glass are esteemed above the Regalia, and where a man would give all the gold in the earth for a laced cocked hat though he had nothing to wear with it?"

"No, sir," says he, "you may rest assured that those idols are similar to things I have seen in other islands. You will find nothing in that cave but old bones and old stones."

"You'll not visit that cave again, I hope," exclaimed Eulalie.

"I smiled to let her understand how distant was such an intention from my mind, and then we talked of the experiences of the night, and Eulalie told me that when she missed me her first search was in the creek for the boat."

"For the boat?" I cried. "Did you think I had sailed away?"

"No, no," she answered impetuously, and then with a little smile and a downward coy, but somewhat pensive look, scarce veiling her dark eyes by the droop of her long eyelashes, she exclaimed:

"I thought I would go and see if the boat was there."

"If ever I enter that boat," said I, speaking very earnestly, looking at Captain Scott, "I shall not be alone," and then finding some courage in my heart I added, partly in response to the darkening gaze Captain Scott swiftly fastened on me, "If I can induce your father to make a trip in search of a ship for England you will not consent to be left behind?"

She made no answer, but looked at him with so tender and exquisite a face of pleading that I was as moved by it as if she had wept. The gaze he fastened upon me was so steadfast, yet without unkindness, that it rapidly grew embarrassing; for this man's nature was like a weather-cock in a valley; the wind blew from many points in a very short time.

"Hark! Mr. de la Touche," says he at last, in his grand style which he would put on as robe of state when he talked of courts and kings as King, "if a boat were to come, and you as you are from France, from it to bring me command of an army of fifty thousand men at whose head I may march to that throne on which I should be seated," here he swelled his chest and looked mightily proudly at me, "why, sir, I might be willing to entertain your project, and break my heart," he adds with a voice that shook with sudden emotion, "by leaving half of it in the grave of the adored whose home is mine. He rolled up his eyes to God with an expression of sublime devotion, and truly looked a most regal noble, touching figure."

"But," he added, "I would not, nor her," he added, "to what port would you where is my home?" and would you subject Lily to the horrors of an open boat at sea?"

"No, sir, not I, not very willingly. I can assure you," cried I vehemently. "But ships don't call and ships don't pass."

"If you are uneasy, Mr. de la Touche," says he, quite mildly and without sarcasm, "surely you must know that you are at liberty to go."

"No, father, he's not at liberty. He has promised not to leave me," shrieked Eulalie, springing from her seat with that lightning grace which made her movements marvellous in the water, and coming to my side she caught hold of my arm as though she made me a prisoner. I took the girl's hand in both mine, and whilst I held it I regarded Captain Scott and said firmly, but without passion:

"I have vowed in my heart and I now vow to the princess in your presence, sir, that I will never leave this island unless she accompanies me."

This speech seemed to confuse him. He sat lost in thought for a few moments with his eyes upon my hands which continued to clasp Eulalie's; then with a gentle smile he rose and saying, as though he spoke to himself: "Who can fight with one's destiny? and is not love destiny?" and still speaking, but in no low a voice that I could not catch his syllables, he stepped out of the room.

Eulalie and I remained for about an hour alone. Again I told her, kissing her hand as I vowed, that I would not leave her, that it would be impossible for me to leave her, that I loved her as never could I have dreamt of loving a girl who had never known for so short a time. Did she love me? Oh yes; and she told me this as a child would, looking me full in the face with no change of colour, though her eyes were soft and deep with feeling.

"It will take time," said I presently, after a pause, which my pen is unequal to, "to move him, to detach him from this strange, touching hallucination which blinds him to this island. But I believe it is to be done. We three must go, for you would not leave him alone."

"Oh no, oh no," she cried. "Poor father! dear father! How could I leave him alone, how could I leave him at all? I love you, Rupert, and I love him, too, with all my heart. But in a different way," she adds in a sort of sighing voice, which had she been a city miss, a young lady used to fine company, I should have put down as a pretty laughing trick, but in her it was so deliciously, transparently sincere that you might as well call some sweet flower affected and hollow because it discharges another rush of perfume to some burden of dew or some little visit of breeze."

I was much with Eulalie and helped her with delight and love in her indoor affairs.

I had been in this island a little more than a fortnight, when one afternoon, whilst Eulalie was in her sleeping bower, I stole to smoke a pipe. During the mid-day repast I had observed that Captain Scott was uncommonly silent and abstracted. He seated himself at my side, and I put my pipe away, for I guessed by his manner that something strange if not unexpected was to happen.

"My wife's spirit stood by my side last night," said he, speaking in a low voice as though he was in a house of worship and fastening his eyes on the grave; "she hath delivered her wishes, they are in accord with mine, and it is for me now, Rupert, to impart them."

Never before had he used my Christian name in speaking with me, and his pronunciation of the word coloured his speech with a profound quality of solemnity than I had otherwise found in it. Observing that he paused, I said:

"I earnestly hope, sir, that her wishes correspond with mine."

"They do," he replied, with an air of great benignity, "for into the nature of this man, who believed himself king of a great nation, had entered certain qualities and characteristics which might fairly become a king. Ever since you asked me what was to happen to my daughter if I should die and leave her alone upon the island my mind has been so unsettled that my nights have been sadly broken. It was the haunting thought with me before you spoke. I have conversed with my wife again and again, but not until last night," says he, and methought I had never seen madness more plain in his eyes than then, "did she come to me, unsummoned, and bid me, for the peace of my heart and for the love she bears our child, give you her hand as her lord, husband, and lover until the great God of Heaven and Earth, who brings you together, shall dissolve you by death."

The emotions his speech aroused in me were so strong and conflicting that for a moment or two I made no reply. I then said:

"You are bestowing a great treasure upon me, sir; greater I could not ask for, nor hope to find in this life, but," said I, "if Eulalie and I are to dwell here until you are likely to depart the courtship will be long and frosty, and I must venture to say, sir, with great respect to yourself, that so prolonged and hollow an association between Eulalie and myself must be as distasteful to her as the mere contemplation of it is cruel to me."

"What do you mean?" I do not understand," he exclaimed, very loftily, towering in his seat. "I offer you my daughter—a Princess of the Blood Royal of England; as wife, and whilst you pronounce the gift a treasure above your aspirations in one breath, you denounce it, in another, as cruel!"

"You mistake me," I said. "I mean that unless you allow me to take Eulalie away and marry her you are obliging us to live in this island contracted in marriage without being husband and wife, which would be unfair, unreasonable, even cruel to both, sir, and I flushed as I spoke."

"Of course it would be unreasonable," he answered, "but I mean nothing of the sort. My wish is that you should be my daughter's husband."

"But who is to marry us?" said I.

"I will marry you," said he in his grand manner, dwelling upon the pronoun I with as much pomp of behaviour and dignity of note as though he had said, speaking as a King, "We will marry you." "The King is the head of the Church and the Defender of the Faith. I hold that by virtue of his Divine Rights he can exercise his priestly powers. But in this case I am something more than King: I am Father; and it is King and Father who will bind you two and make you one, in union as inviolable as though the links had been forged upon the altar of the church."

"If Eulalie is willing," said I, "depend upon it, sir, priest or no priest she'll find me as true a man to her as though the usual ceremony had consecrated our nuptials."

"If I questioned that," says he, but he broke off abruptly, "the more I wish to say as to the validity of your marriage to my daughter in this island. I am a Scotchman, and he expanding his chest with a proud air, "We are alone in this island and we can choose to exercise in it the laws of any country we may select. As a Scotchman I turn to Scotland, and though the law is as applicable, as though the heather was springing at our feet. Do you know how they marry one way in Scotland?"

I answered that I did not.

"The proceeding," he said, "is termed irregular, but it is nevertheless as binding as though the marriage had been performed by the minister of religion after the papalation of banns in the established church of the parish. This form of marriage is based upon the mutual consent of the man and woman, and the contract is not affected by the absence of witnesses, for the consent being a secret between the parties is proof of the marriage and renders it irrevocable."

"If you are satisfied," I exclaimed, with my face red with the joy and triumph of my heart, "and if Eulalie is willing, then I am the happiest man on earth."

"It is understood, of course, that you and she continue to live in the island with me. I could not support a separation from her."

"But why wouldn't you accompany us, sir?" says I.

"He hazed at me with an expression of pain, a stony reproach, and grandly pointing to his wife's grave, exclaimed:

"I will not leave her!" he cried again, motioning towards his wife's grave.

"Would you object to my taking Eulalie on a visit?"

"You would not return," he answered.

"I am reasoning, sir," says I, feeling a little pettish at root with this lordly gentleman's selfish insanity, "as much on behalf of Eulalie as of myself. She is a stranger to the great world, she knows nothing of men and women, their customs, fashions, and the like. Even supposing we were away for three years, what she saw would be an education and a memory to her and help her to settle down more restfully on her return."

"You ask," said he, "as if there was a ship yonder and you awaited only my permission to go aboard with Eulalie."

"At this, which was true, I smiled."

"You have been here now some fifteen or sixteen crosses," said he, and by crosses he signified days, "and how many ships have passed in that time? I have been here over ten years, he goes on, pronouncing the word years with some vehemence, "and I tell you that my memory doth not carry more than three or four ships kilt down in all these many months. And now, before Lily appears, before we give her news of what has passed, will you tell me that you are willing to marry my daughter and live with her in this island?"

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"Well said and honestly said," says he, extending his hand again in a cordial gesture.

This in substance was all that then passed between us. My compliance, however, was not wholly on account of my love for Eulalie. It was rather a policy which formed a part of my love. First he was a madman with whom there was no reasoning; next he might any day change his mind, come to his senses, under this head, and consent to leave the island. Then, though not advanced in years, and a strong man, he might die. These were possibilities, and I had a right to found my resolutions upon them. Certainly he did not now need to make clear to me that this island was fixed in a very desolate scene of ocean, and that if we lingered for a ship we might have to wait as long as the eagles I had stumbled across in the cave had been standing in their horrid twilight before I discovered them.

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